5/S

GOVERNMENT INFORMATION CENTER
SAN FRANCISCO PUBLIC LIBRARY
CIVIC CENTER
SAN FRANCISCO, CALIFORNIA 94102

SAN FRANCISCO
PUBLIC LIBRARY

REFERENCE
BOOK

*Not to be taken from the Library*

MAY 2 9 2001

SAN FRANCISCO PUBLIC LIBRARY
3 1223 03429 4182

Digitized by the Internet Archive
in 2015

https://archive.org/details/minutes1994sanf_6

# SAN FRANCISCO
# BOARD OF SUPERVISORS

## HOUSING & LAND USE COMMITTEE

This Committee issued a "Calendar" for each meeting, which constituted the Agenda for the meeting. The Calendar had a blank line at the end of each agenda item for "Action".

The decisions taken at the meeting on each Calendar item were entered on the "Action" lines of the Calendar. The Calendar was then referred to as the "Action Calendar" or "Marked Calendar", and constituted the Minutes for the meeting.

Note that the Agendas and the Minutes are both captioned "Calendar". They differ in that the Minutes describe the action taken on each Calendar item.

This volume includes the available Minutes of this Committee's meetings. The Agenda is included only if the Minutes are missing.

The Budget Analyst prepared memoranda for many of this Committee's meetings. The memo for each meeting is inserted in this volume *in front of* the Minutes for that meeting. If the Minutes of a meeting are missing, the Budget Analyst memo is inserted *after* the Agenda for that meeting.

San Francisco Public Library
Government Information Center

3 1223 03429 4182

SF
S90.46
#3
1/6/94

*Public Library, Documents Dept.*
*Attn: Jane Hudson*

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT
JAN 6 1994
SAN FRANCISCO
PUBLIC LIBRARY

January 4, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** January 6, 1994 Housing and Land Use Committee Meeting

Items 2 and 3 - Files 161-93-10.1 and 161-93-10

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of December 16, 1993.

1. The proposed resolutions would urge the San Francisco Redevelopment Agency (SFRA) to (a) explore all possible uses to ensure the preservation and retention of the Williams Building, (b) accept $6.8 million in Federal Emergency Management Act (FEMA) monies to upgrade the building seismically and fully restore the building, and (c) demonstrate good faith to comply with the 1984 agreement (Memorandum of Agreement).

2. The 1984 Memorandum of Agreement (MOA), between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation, delineated the circumstances and procedures under which the Williams Building, located at 693 Mission Street in the Yerba Buena Center Redevelopment Project Area, would be retained, rehabilitated or substantially altered as part of a new development proposal. This MOA anticipated that retention of the Williams Building, if economically feasible, would be undertaken and paid for by the developer of the entire Williams Building site. The Williams Building is presently owned by the SFRA.

5 46594 SFPL: ECONO JRS
82 SFPL 05/11/01 74

3. On October 17, 1989, the Loma Prieta Earthquake caused significant structural damage to the Williams Building. The Bureau of Building Inspection (BBI) of the Department of Public Works "red-tagged"[1] the building, ordered that its tenants vacate the building, and that the building be boarded up.

4. Since the earthquake in 1989, the SFRA, in conjunction with the City, has sought FEMA funds for the repair of the Williams Building.

5. On August 17, 1993, the BBI ordered the SFRA to abate what it viewed as an unsafe condition at the Williams Building because of continued deterioration of the structure and its inherent hazard to the general public in case of another earthquake. The BBI order required that the SFRA must either file a permit to repair the building to earthquake proof standards or demolish the building.

6. Since the receipt of that BBI letter, the SFRA has pursued both the objectives to (1) preserve the building by renewing its efforts to gain FEMA monies to repair the building and (2) demolish the building with other SFRA funds in compliance with the BBI order.[2]

7. On October 27, 1993, the BBI issued a permit to the SFRA to demolish the Williams Building.

8. Meanwhile, as reported by the SFRA on November 23, 1993, FEMA was prepared to make available $6,876,092 for (1) the immediate stabilization and (2) the repair of the Williams Building.[3]

9. The permit, which was issued to demolish the Williams Building, has been appealed to the Board of Permit Appeals by the Foundation for San Francisco Architectural Heritage on the basis that (1) the Williams Building is of historic significance, (2) the SFRA has received $6.8 million from FEMA to repair and retain the Williams Building and (3) the SFRA has not demonstrated the economic feasibility that would require the current building to be substantially changed under the current provisions of the approved Yerba Buena Center Redevelopment Plan.

## Comments

1. Mr. Ed Helfeld of the SFRA reports that it is the SFRA's current position to negotiate an alternate plan with FEMA for the committed FEMA monies: The alternative plan would:

---

[1] The term "red-tagged" was developed by the Governor's Office of Emergency Services and refers to structures that are considered unsafe or extremely hazardous, structures which may collapse without warning and structures that are unsafe for occupancy.

[2] FEMA monies are not eligible for the demolition of the Williams Building.

[3] Previously, FEMA issued a Damage Survey Report in the amount of $6,843,215.

(a) stabilize the Williams Building at an estimated cost of $1.5 million so it will stand safely until a private developer develops the entire site per the land use provisions of the Yerba Buena Center Redevelopment Project; and

(b) permit the SFRA to submit an alternate project application to FEMA applying for the balance of approximately $4.7 million in FEMA monies for the purpose of paying a portion of the costs of the stabilization and repair of the Jessie Street Substation and the surrounding plaza.[4]

2. Mr. Helfeld advises that $1.5 million in FEMA monies would enable the SFRA to return the condition of the Williams Building site to its immediate pre-earthquake situation, with a future developer to bear the costs of retaining all or a portion of the Williams Building and, in addition, enable the use of the remaining $4.7 million in FEMA monies to ensure a beginning effort to preserve the Jessie Street Substation.

3. FEMA has stated its willingness to consider an alternate use of its funds to build or repair another publicly owned facility, such as the Jessie Street Substation and its surrounding plaza. However, the original commitment of approximately $6.8 million would be reduced 10 percent to approximately $6.1 million under the alternate use proposal.

4. The Jessie Street Substation was to have been renovated as part of the 1984 Yerba Buena Gardens development agreement with the developer, Olympia and York, which was terminated in 1993 because of that developer's financial default. Because the SFRA is currently seeking alternate developers to replace Olympia and York, work on the preservation of the Jessie Street Substation cannot be scheduled.

5. Because of the continuing deteriorating condition of the Jessie Street Substation, Mr. Helfeld has advised that the SFRA supports the alternative plan for $4.7 million of the FEMA monies that would result in funding the initial costs to rehabilitate the Jessie Street Substation. The total estimated rehabilitation costs for the Jessie Street Substation are $10.8 million, based on a previous estimate by Olympia and York. The developer who eventually replaces Olympia and York would be responsible to complete the rehabilitation work on the Jessie Street Substation.

6. Mr. Richard Kono of the SFRA advises that the current 9-story Williams Building contains about 42,000 square feet of office space covering approximately 14 percent of the existing land area of 32,960 square feet (.76 acres). A proposed development by a private developer that would incorporate a portion of the existing Williams Building on the 32,960 square foot parcel would allow up to 500,000 square feet, or nearly 12 times the existing square footage of the existing Williams

---

[4] The Jessie Street Substation is located in the interior of Central Block 1 bounded by Third, Mission, Fourth and Market Streets.

Building, for various uses including office space, retail commercial, residential and up to 600 hotel rooms.

7. Ms. Helen Sause of the SFRA advises that the $1.5 million expenditure of FEMA monies to stabilize the Williams Building to its immediate pre-earthquake conditions does represent a good faith effort on the part of the SFRA to comply with the 1984 Memorandum of Agreement between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation.

8. The January 6, 1994 Housing and Land Use calendar indicates that the Chair may entertain a motion to continue this item to January 20, 1994.

## Recommendation

The proposed resolutions are policy decisions for the Board of Supervisors.

for Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
590.46
#3
12/16/93

*Public Library, Documents Dept.*
*ATTN: Jane Judson*

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
DEC 16 1993
SAN FRANCISCO
PUBLIC LIBRARY

December 14, 1993

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** December 16, 1993 Housing and Land Use Committee Meeting

Item 2 File 124-93-9

**Department:** Police Department
Department of Parking and Traffic (DPT)

**Item:** Ordinance amending Sections 11.1 and 11.2 of the Traffic Code, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic.

**Description:** According to the proposed ordinance, the Director of the Department of Parking and Traffic (rather than the Chief of Police) would be authorized to issue vehicle press cards.

According to Mr. Tim Johnson of the DPT, a vehicle press card is an identification card issued to news media organizations, including newspapers, radio and television stations, for purposes of permitting the employees of such organizations to park their vehicles at parking meters (free of charge), in order to provide coverage of news events.

**Comments:** 1. According to Mr. Johnson, the transferring of authority for the issuance of vehicle press cards from the Chief of Police to the Director of the DPT, is consistent with the Charter Amendment that established the DPT in July of 1990.

2. Mr. Johnson advises that any costs associated with the issuance of vehicle press cards will be absorbed by existing DPT resources. Mr. Johnson also advises that there is no charge levied against members of the press for vehicle press cards.

3. Mr. Johnson advises that data is not readily available to accurately estimate the amount of unrealized revenues from parking meters as a result of the issuance of vehicle press cards. However, there are over 900 outstanding vehicle press cards, according to Mr. Johnson.

**Recommendation:** Consistent with the previously approved Charter Amendment, approve the proposed ordinance.

Item 3 - File 85-93-2

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of December 2, 1993.

1. The proposed resolution would urge the Mayor to urge Caltrans to await the completion of the Department of Parking and Traffic Central Freeway Areawide Traffic Study, with specific guidance from the Planning Department's revised Civic Center Master Plan, before starting the process for retrofit of the Central Freeway. The proposed resolution would also urge the Mayor to report to the Board of Supervisors within thirty days, a work plan and time-table to adequately undertake the study of alternatives and findings and to report on the progress of the studies in accordance with Board Resolution 541-92 (File 171-92-3).

2. The Caltrans project would retrofit the Central Freeway from Mission Street for six-tenths of a mile, to the Fell Street off-ramp. The retrofit would provide permanent reinforcement to the Central Freeway, to bring the structure into compliance with current seismic standards. Caltrans Senior Engineer Mr. James Regan states that the project is expected to cost approximately $45 million. Mr. Regan reports that the sources of funding for the project are Federal Emergency Relief funds and the National Highway System Fund.

3. Board Resolution 541-92 requested Caltrans to undertake a feasibility study of interchange improvements in the US101/South Van Ness Corridor area. Caltrans has provided $150,000, and the Bay Area Air Quality Management District has provided $50,000, for a total of $200,000 to finance a Central Freeway Areawide Traffic Study. The study, which will be carried out by consultants under the direction of the San Francisco Department of Parking and Traffic (DPT), began in November of 1993 and is expected to be completed by July of 1994. Mr. Jerry Robbins of the DPT reports that the study parameters include an analysis of freeway ramp capacities, intersection levels of service, signalization, and a survey of the origins and destinations of Central Freeway users. The consultants have been asked to develop and evaluate alternatives to the existing circulation pattern in the Central Freeway area.

4. Ms. Susana Montana of the Planning Department states that a delay of approximately one year in retrofitting of the Central Freeway could enable the City to develop a better design to improve traffic circulation, making more use of the property in the South Van Ness Blvd. area. Ms. Montana reports that the Planning Department expects to publish draft revisions to the Civic Center element of the Master Plan in late January, 1994 after which a six-month citizen and environmental review period will commence. She states that the Planning Department hopes to have the final revisions adopted by late 1994.

Ms. Montana advises that the Civic Center Master Plan revisions will include recommendations to develop approximately 3,000 new dwelling units in the area surrounding South Van Ness Blvd. However Ms. Montana reports that the traffic constraints caused by the intersection of Division Street, South Van Ness Blvd. and Howard Street present a major impediment to such housing development. She states that the Planning Department is looking to the pending DPT Central Freeway Areawide Traffic Study to provide proposals for improving traffic flow that could be incorporated into the Master Plan revision.

6. Mr. Regan advises that, because Federal Emergency Relief and National Highway System Funds have already been committed for the Central Freeway retrofit project, he does not believe that a two or three-month delay in the bidding process for the project would jeopardize its funding. However Mr. Regan cautions that a delay of one year could jeopardize funding, because of a shortage of Federal Emergency Relief Funds.

## Comment

The proposed resolution states that Caltrans is planning to begin the bidding process for retrofit of the existing Central Freeway in December, 1993 and start construction in July, 1994. However Mr. Regan states that Caltrans has recently revised the project schedule. Caltrans now plans to start the bidding process for the project in April of 1994 and award the contract during the summer of 1994.

## Recommendation

Approval of the proposed resolution to request the Mayor to urge Caltrans to await completion of the Department of Parking and Traffic's Central Freeway Areawide Traffic Study, with guidance from the Planning Department's revised Civic Center Master Plan, before starting the process for retrofit of the Central Freeway, and urging the Mayor to report to the Board of Supervisors within thirty days with a work plan and time-table to adequately undertake the study of alternatives and findings and to report on the progress of the studies in accordance with Board Resolution 541-92, is a policy matter for the Board of Supervisors.

Items 4 and 5 - Files 161-93-10.1 and 161-93-10

**Note:** Item 4 (File 161-93-10.1) was continued by the Housing and Land Use Committee at its meeting of December 2, 1993.

1. The proposed resolutions would urge the San Francisco Redevelopment Agency (SFRA) to (a) explore all possible uses to ensure the preservation and retention of the Williams Building, (b) accept $6.8 million in Federal Emergency Management Act (FEMA) monies to upgrade the building seismically and fully restore the building, and (c) demonstrate good faith to comply with the 1984 agreement (Memorandum of Agreement).

2. The 1984 Memorandum of Agreement (MOA), between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation, delineated the circumstances and procedures under which the Williams Building, located at 693 Mission Street in the Yerba Buena Center Redevelopment Project Area, would be retained, rehabilitated or substantially altered as part of a new development proposal. This MOA anticipated that retention of the Williams Building, if economically feasible, would be undertaken and paid for by the developer of the entire Williams Building site. The Williams Building is presently owned by the SFRA.

3. On October 17, 1989, the Loma Prieta Earthquake caused significant structural damage to the Williams Building. The Bureau of Building Inspection (BBI) of the Department of Public Works "red-tagged"[1] the building, ordered that its tenants vacate the building, and that the building be boarded up.

3. Since the earthquake in 1989, the SFRA, in conjunction with the City, has sought FEMA funds for the repair of the Williams Building.

4. On August 17, 1993, the BBI ordered the SFRA to abate what it viewed as an unsafe condition at the Williams Building because of continued deterioration of the structure and its inherent hazard to the general public in case of another earthquake. The BBI order required that the SFRA must either file a permit to repair the building to earthquake proof standards or demolish the building.

5. Since the receipt of that BBI letter, the SFRA has pursued both the objectives to (1) preserve the building by renewing its efforts to gain FEMA monies to repair the building and (2) demolish the building with other SFRA funds in compliance with the BBI order.[2]

6. On October 27, 1993, the BBI issued a permit to the SFRA to demolish the Williams Building.

---

[1] The term "red-tagged" was developed by the Governor's Office of Emergency Services and refers to structures that are considered unsafe or extremely hazardous, structures which may collapse without warning and structures that are unsafe for occupancy.

[2] FEMA monies are not eligible for the demolition of the Williams Building.

7. Meanwhile, as reported by the SFRA on November 23, 1993, FEMA was prepared to make available $6,876,092 for (1) the immediate stabilization and (2) the repair of the Williams Building.[3]

8. The permit, which was issued to demolish the Williams Building, has been appealed to the Board of Permit Appeals by the Foundation for San Francisco Architectural Heritage on the basis that (1) the Williams Building is of historic significance, (2) the SFRA has received $6.8 million from FEMA to repair and retain the Williams Building and (3) the SFRA has not demonstrated the economic feasibility that would require the current building to be substantially changed under the current provisions of the approved Yerba Buena Center Redevelopment Plan.

**Comments:**

1. Mr. Ed Helfeld of the SFRA reports that it is the SFRA's current position to negotiate an alternate plan with FEMA for the committed FEMA monies: The alternative plan would:

(a) stabilize the Williams Building at an estimated cost of $1.5 million so it will stand safely until a private developer develops the entire site per the land use provisions of the Yerba Buena Center Redevelopment Project; and

(b) permit the SFRA to submit an alternate project application to FEMA applying for the balance of approximately $4.7 million in FEMA monies for the purpose of paying a portion of the costs of the stabilization and repair of the Jessie Street Substation and the surrounding plaza.[4]

2. Mr. Helfeld advises that $1.5 million in FEMA monies would enable the SFRA to return the condition of the Williams Building site to its immediate pre-earthquake situation, with a future developer to bear the costs of retaining all or a portion of the Williams Building and, in addition, enable the use of the remaining $4.7 million in FEMA monies to ensure a beginning effort to preserve the Jessie Street Substation.

3. FEMA has stated its willingness to consider an alternate use of its of its funds to build or repair another publicly owned facility such as the Jessie Street Substation and its surrounding plaza. However, the original commitment of approximately $6.8 million would be reduced 10 percent to approximately $6.1 million under the alternate use proposal.

---

[3] Previously, FEMA issued a Damage Survey Report in the amount of $6,843,215.

[4] The Jessie Street Substation is located in the interior of Central Block 1 bounded by Third, Mission, Fourth and Market Streets.

4. The Jessie Street Substation was to have been renovated as part of the 1984 Yerba Buena Gardens development agreement with the developer, Olympia and York, which was terminated in 1993 because of that developer's financial default. Because the SFRA is currently seeking alternate developers to replace Olympia and York, work on the preservation of the Jessie Street Substation cannot be scheduled.

5. Because of the continuing deteriorating condition of the Jessie Street Substation, Mr. Helfeld has advised that the SFRA supports the alternative plan for $4.7 million of the FEMA monies that would result in funding the initial costs to rehabilitate the Jessie Street Substation. The total estimated rehabilitation costs for the Jessie Street Substation are $10.8 million based on a previous estimate by Olympia and York. The developer who eventually replaces Olympia and York would be responsible to complete the rehabilitation work on the Jessie Street Substation.

6. Mr. Richard Kono of the SFRA advises that the current 9-story Williams Building contains about 42,000 square feet of office space covering approximately 14 percent of the existing land area of 32,960 square feet (.76 acres). A proposed development by a private developer that would incorporate a portion of the existing Williams Building on the 32,960 square foot parcel would allow up to 500,000 square feet, or nearly 12 times the existing square footage of the existing Williams Building, for various uses including office space, retail commercial, residential and up to 600 hotel rooms.

7. Ms. Helen Sause of the SFRA advises that the $1.5 million expenditure of FEMA monies to stabilize the Williams Building to its immediate pre-earthquake conditions does represent a good faith effort on the part of the SFRA to comply with the 1984 Memorandum of Agreement between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation.

## Recommendation:

The proposed resolutions are policy decisions for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

**BOARD OF SUPERVISORS**
**BUDGET ANALYST**

SF
S90.46
#2
1/6/94

PUBLIC LIBRARY (2)
DOCUMENTS DIVISION
CIVIC CENTER

# REGULAR CALENDAR
# HOUSING AND LAND USE COMMITT
# BOARD OF SUPERVISORS
# CITY AND COUNTY OF SAN FRANCI

Thursday, January 6, 1994 - 10:00 a.m. [illegible]

DOCUMENTS DEPT.
JAN 11 1994
SAN FRANCISCO
PUBLIC LIBRARY

PRESENT: Supervisors Bierman and Maher

ABSENT: Supervisor Shelley

Clerk: Gail Johnson

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   a. File 18-93-9. [Stop Signs] Recommending establishment of Stop Signs at various locations; DPT Order No. 506. (Department of Parking & Traffic)

      Stop Signs - Establish

      Delano and Navajo Avenues, northeast and southwest corners, stopping Navajo Avenue traffic (presently uncontrolled).

      Drake Street and Winding Way, northeast and southwest corners, stopping Winding Way traffic (presently uncontrolled).

      Del Monte Street and Mount Vernon Avenue, northwest and southeast corners, stopping Del Monte Street traffic (presently uncontrolled).

      Ellington and Mount Vernon Avenues, northwest and southeast corners, stopping Ellington Avenue traffic (presently uncontrolled).

      Cayuga Avenue and Rome Street, northeast and southwest corners, stopping Rome Street traffic (presently uncontrolled).

      Cayuga and Foote Avenues, northeast and southwest corners, stopping Foote Avenue traffic (presently uncontrolled).

      Rome Street and Ottawa Avenue, northwest and southeast corners, stopping Rome Street traffic (presently uncontrolled).

      Mount Vernon Avenue and Rome Street, northwest and southeast corners, stopping Rome Street traffic (presently uncontrolled).

Stop Signs - Establish (Continued)

Delano and Shawnee Avenues, northeast and southwest corners, stopping Shawnee Avenue traffic (presently uncontrolled).

Rae and Whipple Avenues, northwest and southeast corners, stopping Rae Avenue traffic (presently uncontrolled).

Larkin and Filbert Streets, northwest and southeast corners, stopping Larkin Street traffic (makes this an all-way stop).

22nd and Minnesota Streets, northwest and southeast corners, stopping Minnesota Street traffic (presently uncontrolled).

Chestnut and Octavia Streets, northeast and southwest corners, stopping Chestnut Street traffic (makes this an all-way stop).

Belvedere and Waller Streets, northeast and southwest corners, stopping Waller Street traffic (makes this an all-way stop).

Arguello Boulevard and Carl Street, northwest corner, stopping Arguello Boulevard traffic (presently uncontrolled).

Brazil and Naples Streets, northeast and southwest corners, stopping Brazil Street traffic (makes this an all-way stop).

Roosevelt Way and Loma Vista Terrace, southwest corner, stopping Roosevelt Way traffic (makes this all-way stop).

47th Avenue and Cabrillo Street, northwest and southeast corners, stopping 47th Avenue traffic (makes this an all-way stop).

Chenery and Elk Streets, northwest and southeast corners, stopping Elk Street traffic (makes this an all-way stop).

22nd and Tennessee Streets, northwest and southeast corners, stopping Tennessee Street traffic (presently uncontrolled).

b. File 19-93-12. [Parking Regulations] Recommending establishment and revocation of parking regulations at various location; DPT Order No. 506. (Department of Parking & Traffic)

Tow-Away, No Parking Anytime - Establish

Joost Avenue, south side, between Hazelwood and Ridgewood Avenues.

No Parking Anytime - Establish

Boutwell Street, dead-end portion north of Bayshore Boulevard, from east line to 20 feet westerly (20-foot zone at #123 Boutwell Street, adjacent to I-280).

Alemany Boulevard, west side, from Seneca Avenue to 43 feet northerly (43-foot zone).

Alemany Boulevard, east side, from Seneca Avenue to 33 feet southerly (33-foot zone).

No Parking Anytime - Rescind

Edgehill Way, from south end of driveway at #113 Edgehill Way to 30 feet southerly (30-foot zone).

Motorcycle Parking Only (No Time Limit) - Rescind

19th Avenue, west side, from 320 feet to 420 feet south of Holloway Avenue.

Motorcycle Parking Only (No Time Limit) - Establish

19th Avenue, west side, from 320 feet to 420 feet north of Holloway Avenue.

c. File 20-93-12. [Traffic Regulations] Recommending establishment and revocation of traffic regulations, various streets; DPT Order No. 506. (Department of Parking & Traffic)

Multiple Turn Lane - Revoke

Franklin Street, northbound, left turn at Turk Street.

Tow-Away, No Stopping Anytime - Establish

Jackson Street, south side, from Taylor Street to 25 feet easterly (25-foot zone).

Howard Street, north side, from 290 feet to 480 feet west of 3rd Street (190-foot zone along outside portion of island).

Tow-away, No Stopping Anytime, Except Taxis - Establish

Howard Street, north side, from 80 feet to 190 feet west of 3rd Street (110-foot zone within the parking bay).

Tow-away, No Stopping 7 a.m. - 6 p.m., Monday through Friday - Establish

Silver Avenue, north side, between Bayshore Boulevard and Charter Oak Avenue (32-foot zone).

One-Way Street - Establish

Peralta Avenue, westbound, on lower roadway, west of Florida Street (permits parking on the north and west sides of Peralta Avenue).

No U-Turn - Establish

Holloway Avenue, westbound, at 19th Avenue.

Holloway Avenue, eastbound, at Junipero Serra Boulevard.

Holloway Avenue, at Junipero Serra Boulevard (service road).

Holloway Avenue, at Stratford Drive.

Holloway Avenue, at Denslowe Drive.

No Turn on Red - 9 a.m. - 6 p.m., Monday through Friday - Establish

Larkin Street, northbound, at Bush Street.

No Turn on Red - Establish

Folsom Street, eastbound at 4th Street.

Yield Signs - Establish

Army Street, west bound, at Pennsylvania Avenue.

Pennsylvania Avenue, southbound, at Army Street.

Tall Vehicle (Over 6 feet) Restriction - Establish

Rhode Island Street, east side, from Southern Heights Boulevard to 80 feet southerly (80-foot zone).

d. File 40-93-13. [Residential Parking Area "F", Jordan Park/Presidio] Resolution revising time limitations for certain streets within Residential Permit Parking Area "F", in the Jordan Park/Presidio Heights Area. (Department of Parking and Traffic)

e. File 40-93-14. [Extend Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION: Recommended.

a. File 18-93-9. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

b. 19-93-12. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting and rescinding parking regulations at various locations." Recommended.

c. File 20-93-12. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets". Recommended.

d. File 40-93-13. Recommended.

e. File 40-93-14. Recommended.

## REGULAR CALENDAR

2. File 161-93-10. [Williams Building] Resolution urging the Redevelopment Agency to ensure the preservation and retention of the Williams Building; accept $6.8 million in FEMA money to seismically upgrade and fully restore the Williams Building; and to demonstrate good faith to the 1984 agreement; companion to File 161-93-10.1. (Supervisor Maher)

   (Consideration continued from 12/16/93)
   (Chair may entertain a motion to continue this item to 1/20/94.)

   ACTION: Consideration continued to January 20, 1994, meeting.

3. File 161-93-10.1. [Williams Building] Resolution urging the Redevelopment Agency to explore all possible uses to ensure the preservation and retention of the Williams Building; accept FEMA money to seismically upgrade the building and to demonstrate good faith to the 1984 agreement; companion to File 161-93-10. (Supervisors Maher, Bierman)

   (Consideration continued from 12/16/93)
   (Chair may entertain a motion to continue this item to 1/20/94.)

   ACTION: Consideration continued to January 20, 1994, meeting.

4. File 75-93-4. [Change Churchill Street to Turk Murphy Lane] Resolution changing Churchill Street to Turk Murphy Lane. (Supervisor Bierman)

   ACTION: Consideration continued to January 20, 1994, meeting.

SF
S90.46
#1
1/20/94

# CALENDAR

DOCUMENTS DEPT.
JAN 1 [illegible]
SAN FRANCISCO
PUBLIC LIBRARY

# HOUSING & LAND USE COMMITTEE
# BOARD OF SUPERVISORS
# CITY AND COUNTY OF SAN FRANCISCO

REGULAR MEETING

THURSDAY, JANUARY 20, 1994, 10:00 A.M. ROOM 228, City Hall

MEMBERS: Supervisors Sue Bierman, Bill Maher, Kevin Shelley

CLERK: Gail Johnson

* * * * * * * * * * * * * * *

## Disability Access

The Board of Supervisors Committee Meeting Room (228) and the Legislative Chamber of the Board are on the second floor of City Hall.

Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

There is accessible parking in the vicinity of City Hall adjacent to Davies Hall and the War Memorial Complex.

Assistive listening devices are available for use in the Meeting Room and the Board Chamber. A device can be borrowed prior to or during a meeting. Borrower identification is required and must be held by Room 235 staff.

The following services are available on request 72 hours prior to the meeting or hearing:

For American sign language interpreters or the use of a reader during a meeting, contact Violeta Mosuela at (415) 554-7704.
For a large print copy of an agenda, contact Moe Vazquez at (415) 554-4909.

In order to assist the City's efforts to accomodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accomodate these individuals.

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 18-94-2. [Stop Signs/Various Locations] Recommending establishment of stop signs, various locations. (DPT Order No. 541) (Department of Parking and Traffic)

   Stop Signs - Establish

   Ogden Avenue and Gates Street, northeast and southwest corners, stopping Ogden Avenue traffic (presently uncontrolled.)

   Broadway and Broderick Street, northeast and southwest corners, stopping Broadway traffic (makes this an all-way stop).

   Ingalls Street and Egbert Avenue, northwest and southeast corners, stopping Ingalls Street traffic (makes this an all-way stop).

   Santa Ynez and Cayuga Avenues, northeast and southwest corners, stopping Santa Ynez Avenue traffic (presently uncontrolled).

   Coso Avenue and Winfield Street, northwest and southeast corners, stopping Coso Avenue traffic (presently uncontrolled).

   Harrison and Seventeenth Streets, all corners, stopping all approaches (makes this an all-way stop).

   Elk and Chenery Streets, northwest and southeast corners, stopping Elk Street traffic (makes this three-legged intersection an all-way stop).

   Keith Street and Wallace Avenue, northwest and southeast corners, stopping Keith Street traffic (presently uncontrolled).

   Neptune Street and Thornton Avenue, southeast corner, stopping Neptune Street traffic (presently uncontrolled, stops the stem of this T-intersection).

   Loomis and Industrial Streets, northwest corner, stopping Loomis Street traffic (presently uncontrolled, stops the stem of this T-intersection).

   Boutwell and Industrial Streets, southeast corner, stopping Boutwell Street traffic (presently uncontrolled, stops the stem of this T-intersection).

   Keith Street and Yosemite Avenue, northeast and southwest corners, stopping Yosemite Avenue traffic (presently uncontrolled).

   Jackson and Montgomery Street, southwest corner, stopping Jackson Street traffic (makes this an all-way stop).

(b) File 19-94-2. [Parking Regulations/Various Locations] Recommending establishment and revocation of parking regulations, various locations. (DPT Order No. 541) (Department of Parking and Traffic)

Two-Hour Parking Time Limit, 9 a.m. - 6 p.m., Monday Through Friday - Establish

Townsend Street, south side, between Third and Fourth Streets.

Third Street, west side, between Townsend and King Streets.

Perpendicular (90-Degree Angle) Parking - Establish

Harrison Street, east side, between Twenty-Fifth and Twenty-Sixth Streets.

Motorcycle Parking Only (Unmetered) - Establish

Noe Street, west side, from approximately 150 feet to 158 feet south of Market Street (8-foot zone between driveways accommodating two motorcycle stalls).

No Parking Anytime - Establish

Geneva Avenue, north side, from San Jose Avenue to 165 feet easterly (165-foot zone).

Diamond Heights Boulevard, west side, between Sussex Street and Berkeley Way.

No Parking Anytime - Rescind
Tow-Away, No Stopping Anytime - Establish

Minna Street, north side, between Fourth and Fifth Streets.

Tow-Away, No Parking, 7 a.m. - 9 a.m., Monday Through Friday - Establish

Gough Street, west side, between Fell and Linden Streets.

No Parking, 7 a.m. - 6 p.m., Except Sundays - Rescind
No Parking Anytime - Establish

Dore Street, east side, between Harrison and Bryant Streets. (This change will be made in conjunction with the establishment of Residential Permit Parking on the west side).

No Parking, 6 a.m. - 6 p.m., Monday Through Friday - Establish

Laguna Street, east side, from 6 feet to 24 feet south of Lafayette Park service road opposite Clay Street (18-foot zone adjacent to existing red zone, deletes one parking space during specified hours and days).

No Parking, 8 p.m. - 11 p.m., Monday through Friday - Establish

Brannan Street, south side, from 78 feet to 118 feet east of Fifth Street (40-foot zone at Meter Nos. 583 and 585).

(c) File 20-94-2. [Traffic Regulations/Various Locations] Recommending establishment of traffic regulations, various locations. (DPT Order No. 541) (Department of Parking and Traffic)

Tow-Away, No Stopping Anytime - Establish
Virginia Street, north side, from Winfield Street to 110 feet easterly (110-foot zone, replaces existing red zone).

Virginia Street, south side, from 32 feet to 75 feet east of Winfield Street (43-foot zone, replaces existing red zone).

Church Street, east side, from Market Street to 240 feet southerly (240-foot zone adjacent t MUNI loading island, replaces existing tow-away, no parking anytime zone).

Fell Street, north side, from Stanyan Street to 137 feet easterly (137-foot zone).

San Jose Avenue, east side, from 110 feet to 245 feet north of Niagara Avenue (135-foot zone, extends existing zone to include MUNI driveway).

Tow-Away, No Stopping, 3 p.m. - 6 p.m., Monday Through Friday - Establish
Pine Street, north side, between Kearny and Stockton Streets (replaces existing Tow-Away, No Stopping, 4 p.m. - 6 p.m., Monday through Friday).

No Turn on Red - Establish
Bush Street, eastbound, at Sansome Street.
Shrader Street, southbound, at Fell Street.

No Left Turn, 4 p.m. - 6 p.m., Monday Through Friday - Establish
Dolores Street, northbound, at Twenty-Seventh Street.

No U-Turn - Establish
Broadway, eastbound, at Powell Street.

One-Way Street - Establish
Romolo Place, southbound, between Vallejo and Fresno Streets.

Green Zone Time Extension - Establish
Dolores Street, west side, from 3 feet to 23 feet north of Twenty-Second Street (20-foot zone at No. 898 Dolores Street, effective hours to be extended to include 9 a.m. - 9 p.m., everyday).

Crosswalk Closure - Establish

Bryant Street, east side, at Sixth Street.

(d) File 40-93-15. [Extend Permit Parking Area "I", Bartlett Street] Resolution extending the boundaries of Residential Permit Parking Area "I" in the Bartlett Street Area and adding Capp Street, between 22nd and 23rd Streets, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(e) File 40–94–1. [Extend Permit Parking Area "H", Lakeside Area] Resolution adding Junipero Serra Boulevard, between Holloway and Estero Avenues (east side of east service road), to the list of streets of Residential Permit Parking Area "H" in the Lakeside Area upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION:

## REGULAR CALENDAR

2. File 161–93–10. [Williams Building] Resolution urging the Redevelopment Agency to ensure the preservation and retention of the Williams Building; accept $6.8 million in FEMA money to seismically upgrade and fully restore the Williams Building; and to demonstrate good faith to the 1984 agreement; companion to File 161–93–10.1. (Supervisor Maher)

(Consideration continued from 1/6/94)
(Chair may entertain a motion to continue this item to 2/3/94.)

ACTION:

3. File 161–93–10.1. [Williams Building] Resolution urging the Redevelopment Agency to explore all possible uses to ensure the preservation and retention of the Williams Building; accept FEMA money to seismically upgrade the building and to demonstrate good faith to the 1984 agreement; companion to File 161–93–10. (Supervisors Maher, Bierman)

(Consideration continued from 1/6/94)
(Chair may entertain a motion to continue this item to 2/3/94.)

ACTION:

4. File 75–93–4. [Change Churchill Street to Turk Murphy Lane] Resolution changing Churchill Street to Turk Murphy Lane. (Supervisor Bierman)

(Consideration continued from 1/6/94)

ACTION:

5. File 124–93–9. [Traffic Regulation] Ordinance amending Traffic Code by amending Sections 11.1 and 11.2, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic. (Department of Parking and Traffic)

ACTION:

6. File 315–93–1. [City Hall Building Safety] Hearing to consider whether City Hall is structurally sound enough to occupy on a day–to–day basis and to address conflicting opinions regarding the current condition of the building. (Supervisors Hsieh, Alioto)

ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 235, CITY HALL
SAN FRANCISCO, CA 94102

**IMPORTANT**
**HEARING NOTICE**

*Public Library, Documents Dept.*
*Attn: Jane Hudson*

46

194

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 · TELEPHONE (415) 554-7642

January 18, 1994

DOCUMENTS DEPT.
JAN 20 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** January 20, 1994 Housing and Land Use Committee Meeting

Items 2 and 3 - Files 161-93-10.1 and 161-93-10

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of January 6, 1994.

1. The proposed resolutions would urge the San Francisco Redevelopment Agency (SFRA) to (a) explore all possible uses to ensure the preservation and retention of the Williams Building, (b) accept $6.8 million in Federal Emergency Management Act (FEMA) monies to upgrade the building seismically and fully restore the building, and (c) demonstrate good faith to comply with the 1984 agreement (Memorandum of Agreement).

2. The 1984 Memorandum of Agreement (MOA), between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation, delineated the circumstances and procedures under which the Williams Building, located at 693 Mission Street in the Yerba Buena Center Redevelopment Project Area, would be retained, rehabilitated or substantially altered as part of a new development proposal. This MOA anticipated that retention of the Williams Building, if economically feasible, would be undertaken and paid for by the developer of the entire Williams Building site. The Williams Building is presently owned by the SFRA.

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 235, CITY HALL
SAN FRANCISCO, CA 94102

**IMPORTANT**
**HEARING NOTICE**

*Public Library, Documents Dept.*
*Attn: Jane Hudson*

46

194

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

January 18, 1994

DOCUMENTS DEPT.
JAN 20 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** January 20, 1994 Housing and Land Use Committee Meeting

Items 2 and 3 - Files 161-93-10.1 and 161-93-10

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of January 6, 1994.

1. The proposed resolutions would urge the San Francisco Redevelopment Agency (SFRA) to (a) explore all possible uses to ensure the preservation and retention of the Williams Building, (b) accept $6.8 million in Federal Emergency Management Act (FEMA) monies to upgrade the building seismically and fully restore the building, and (c) demonstrate good faith to comply with the 1984 agreement (Memorandum of Agreement).

2. The 1984 Memorandum of Agreement (MOA), between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation, delineated the circumstances and procedures under which the Williams Building, located at 693 Mission Street in the Yerba Buena Center Redevelopment Project Area, would be retained, rehabilitated or substantially altered as part of a new development proposal. This MOA anticipated that retention of the Williams Building, if economically feasible, would be undertaken and paid for by the developer of the entire Williams Building site. The Williams Building is presently owned by the SFRA.

3. On October 17, 1989, the Loma Prieta Earthquake caused significant structural damage to the Williams Building. The Bureau of Building Inspection (BBI) of the Department of Public Works "red-tagged"[1] the building, ordered that its tenants vacate the building, and that the building be boarded up.

4. Since the earthquake in 1989, the SFRA, in conjunction with the City, has sought FEMA funds for the repair of the Williams Building.

5. On August 17, 1993, the BBI ordered the SFRA to abate what it viewed as an unsafe condition at the Williams Building because of continued deterioration of the structure and its inherent hazard to the general public in case of another earthquake. The BBI order required that the SFRA must either file a permit to repair the building to earthquake proof standards or demolish the building.

6. Since the receipt of that BBI letter, the SFRA has pursued both the objectives to (1) preserve the building by renewing its efforts to gain FEMA monies to repair the building and (2) demolish the building with other SFRA funds in compliance with the BBI order.[2]

7. On October 27, 1993, the BBI issued a permit to the SFRA to demolish the Williams Building.

8. Meanwhile, as reported by the SFRA on November 23, 1993, FEMA was prepared to make available $6,876,092 for (1) the immediate stabilization and (2) the repair of the Williams Building.[3]

9. The permit, which was issued to demolish the Williams Building, has been appealed to the Board of Permit Appeals by the Foundation for San Francisco Architectural Heritage on the basis that (1) the Williams Building is of historic significance, (2) the SFRA has received $6.8 million from FEMA to repair and retain the Williams Building and (3) the SFRA has not demonstrated the economic feasibility that would require the current building to be substantially changed under the current provisions of the approved Yerba Buena Center Redevelopment Plan.

## Comments

1. Ms. Helen Sause of the SFRA reports that it is the SFRA's current position to negotiate an alternate plan with FEMA for the committed FEMA monies: The alternative plan would:

---

[1] The term "red-tagged" was developed by the Governor's Office of Emergency Services and refers to structures that are considered unsafe or extremely hazardous, structures which may collapse without warning and structures that are unsafe for occupancy.

[2] FEMA monies are not eligible for the demolition of the Williams Building.

[3] Previously, FEMA issued a Damage Survey Report in the amount of $6,843,215.

(a) stabilize the Williams Building at an estimated cost of $1.5 million so it will stand safely until a private developer develops the entire site per the land use provisions of the Yerba Buena Center Redevelopment Project; and

(b) permit the SFRA to submit an alternate project application to FEMA applying for the balance of approximately $4.7 million in FEMA monies for the purpose of paying a portion of the costs of the stabilization and repair of the Jessie Street Substation and the surrounding plaza.[4]

2. Ms. Sause advises that $1.5 million in FEMA monies would enable the SFRA to return the condition of the Williams Building site to its immediate pre-earthquake situation, with a future developer to bear the costs of retaining all or a portion of the Williams Building and, in addition, enable the use of the remaining $4.7 million in FEMA monies to ensure a beginning effort to preserve the Jessie Street Substation.

3. FEMA has stated its willingness to consider an alternate use of its funds to build or repair another publicly owned facility, such as the Jessie Street Substation and its surrounding plaza. However, the original commitment of approximately $6.8 million would be reduced 10 percent to approximately $6.1 million under the alternate use proposal.

4. The Jessie Street Substation was to have been renovated as part of the 1984 Yerba Buena Gardens development agreement with the developer, Olympia and York, which was terminated in 1993 because of that developer's financial default. Because the SFRA is currently seeking alternate developers to replace Olympia and York, work on the preservation of the Jessie Street Substation cannot be scheduled.

5. Because of the continuing deteriorating condition of the Jessie Street Substation, Ms. Sause has advised that the SFRA supports the alternative plan for $4.7 million of the FEMA monies that would result in funding the initial costs to rehabilitate the Jessie Street Substation. The total estimated rehabilitation costs for the Jessie Street Substation are $10.8 million, based on a previous estimate by Olympia and York. The developer who eventually replaces Olympia and York would be responsible to complete the rehabilitation work on the Jessie Street Substation.

6. Mr. Richard Kono of the SFRA advises that the current 9-story Williams Building contains about 42,000 square feet of office space covering approximately 14 percent of the existing land area of 32,960 square feet (.76 acres). A proposed development by a private developer that would incorporate a portion of the existing Williams Building on the 32,960 square foot parcel would allow up to 500,000

---

[4] The Jessie Street Substation is located in the interior of Central Block 1 bounded by Third, Mission, Fourth and Market Streets.

square feet, or nearly 12 times the existing square footage of the existing Williams Building, for various uses including office space, retail commercial, residential and up to 600 hotel rooms.

7. Ms. Sause also advises that the $1.5 million expenditure of FEMA monies to stabilize the Williams Building to its immediate pre-earthquake conditions does represent a good faith effort on the part of the SFRA to comply with the 1984 Memorandum of Agreement between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation.

## Recommendation

The proposed resolutions are policy decisions for the Board of Supervisors.

Item 5 - File 124-93-9

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of December 16, 1993.

**Department:** Police Department
Department of Parking and Traffic (DPT)

**Item:** Ordinance amending Sections 11.1 and 11.2 of the Traffic Code, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic.

**Description:** According to the proposed ordinance, the Director of the Department of Parking and Traffic (rather than the Chief of Police) would be authorized to issue vehicle press cards.

According to Mr. Tim Johnson of the DPT, a vehicle press card is an identification card issued to news media organizations, including newspapers, radio and television stations, for purposes of permitting the employees of such organizations to park their vehicles at parking meters (free of charge), in order to provide coverage of news events.

**Comments:** 1. According to Mr. Johnson, the transferring of authority for the issuance of vehicle press cards from the Chief of Police to the Director of the DPT, is consistent with the Charter Amendment that established the DPT in July of 1990.

2. Mr. Johnson advises that any costs associated with the issuance of vehicle press cards will be absorbed by existing DPT resources. Mr. Johnson also advises that there is no charge levied against members of the press for vehicle press cards.

3. Mr. Johnson advises that data is not readily available to accurately estimate the amount of unrealized revenues from parking meters as a result of the issuance of vehicle press cards. However, there are over 900 outstanding vehicle press cards, according to Mr. Johnson.

**Recommendation:** Consistent with the previously approved Charter Amendment, approve the proposed ordinance.

Item 6 File - 315-93-1

1. This item is a hearing to consider whether City Hall is structurally sound enough to occupy on a day-to-day basis and to address conflicting opinions regarding the current condition of the building.

2. In 1990, San Francisco voters approved an Earthquake Safety Bond issue to provide funds for seismic upgrades to various City-owned buildings, including City Hall. The Department of Public Works (DPW) retained a structural engineering firm, Forell/Elsesser Engineers, to make recommendations regarding seismic upgrades to City Hall and to design the seismic strengthening of City Hall. According to Mr. Tony Irons of the DPW, it is the opinion of Forell/Elsesser Engineers that City Hall could withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake. However, another earthquake of that magnitude would cause substantial damage to City Hall. Thus, DPW believes that while City Hall needs to be seismically upgraded, it is structurally sound enough to occupy on a day-to-day basis. As of the writing of this report, the Budget Analyst has not been provided with the budgeted amount for the seismic upgrade of City Hall.

3. Mr. Larry Litchfield, the City's previous Superintendent of Building Inspection, wrote a memorandum in December of 1993 to the Director of Public Works expressing concern about the continued occupancy of City Hall. In that memo Mr. Litchfield advised that, based on his observations and opinion, City Hall would not withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake. As a result, Mr. Litchfield advised that City Hall be vacated as soon as possible. However, according to Mr. Irons, Mr. Litchfield is not a structural engineer and does not possess the same knowledge of the structural condition of City Hall as Forell/Elsesser Engineers.

4. Although City Hall can withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake, Mr. Irons reports that to complete seismic improvements to City Hall, City Hall will need to be vacated. Evacuation will require finding suitable office space to which each department that currently resides in City Hall could be relocated. DPW, in conjunction with the Department of Real Estate and the CAO's Office, expects to complete its plans to identify such space for relocation of these City Hall-based departments by January of 1995.

5. Mr. Steve Legnitto of the Department of Real Estate reports that the Department recently issued an RFP for rental space to relocate City Hall-based departments. According to Mr. Legnitto, rental space proposals are due on

January 19, 1994. The actual relocation will take place in January and February of 1995.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
590.46
#3
2/3/94

*Public Library, Documents Dept.*
*Attn: Jane Hudson*

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 · TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
FEB 2 1994
SAN FRANCISCO
PUBLIC LIBRARY

February 1, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** February 3, 1994 Housing and Land Use Committee Meeting

Item 3 - File 47-94-1

**Departments:** Parking and Traffic
Real Estate

**Item:** Ordinance approving the form of the Civic Center Plaza Garage management agreement and the bidding documents and authorizing the Director of Property to request bids for management of the Civic Center Plaza Garage using those documents.

**Description:** The proposed ordinance would approve the form of the Civic Center Plaza Garage management agreement and the related necessary bidding documents. The proposed ordinance would also authorize the Director of Property to request bids for management of the Civic Center Plaza Garage.

The term of the proposed management agreement would be five years. Under the provisions of the proposed management agreement, the City reserves the right to fix and determine the parking rates and the specific terms and conditions for operating the Civic Center Plaza Garage. The specific parking rates charged at the Civic Center Plaza Garage are subject to approval by the Board of Supervisors.

The Civic Center Plaza Garage is an 840-space parking facility, located underground on McAllister and Polk Streets.

To be qualified to bid on the proposed management agreement, a potential bidder must (1) have successfully managed or operated one or more attendant parking facilities having at least 400 parking spaces and gross monthly revenues of at least $75,000 for a period of at least one year; and (2) show evidence of good financial standing and ability to perform the Manager's obligations under the proposed management agreement.

**Comments:**

1. Previously, the Civic Center Plaza Garage was leased to the Civic Center Plaza Parking Corporation, a non-profit corporation. The Civic Center Plaza Parking Corporation was established to issue revenue bonds in the amount of $4.5 million to finance the construction of the Garage. These bonds have been repaid and, as a result, the Civic Center Plaza Parking Corporation is in the process of dissolving as a non-profit corporation. In anticipation of this dissolution, in August of 1993, the Board of Supervisors approved an ordinance to terminate the City's lease with the Civic Center Plaza Parking Corporation after giving the Corporation ten days notice and authorized the DPT to enter into an interim month-to-month agreement with AMPCO to operate the Civic Center Plaza Garage (File 47-93-6). The Civic Center Plaza Parking Corporation contracted with AMPCO to operate the Civic Center Plaza Garage.

The DPT gave the Civic Center Parking Corporation ten days notice on January 24, 1994. Thus, the City's lease with this Corporation will end on February 3, 1994. The Department of Parking and Traffic will extend AMPCO's contract to operate the Civic Center Plaza Garage until a new operator has been selected under the proposed management agreement.

Under the current provisions of the contract, Ampco receives a $833.33 monthly management fee plus reimbursed expenses and the City receives the remaining revenues. In FY 1992-93, System Parking, which was acquired by AMPCO received $633,523 (approximately $10,000 management fees plus $623,523 in expenses). In FY 1992-93, the City received $748,838 in revenues from the Civic Center Plaza Garage and $225,885 in Parking Tax revenue for a total of $974,723 in parking related revenues associated with the Civic Center Plaza Garage.

In FY 1992-93, the Civic Center Plaza Garage generated a total of $1,608,246 gross revenues.

2. Based on the proposed bid documents, the future garage operator's contract would be in the form of a fixed rate operator contract. Under the proposed fixed rate operator contract arrangement, the garage operator would deposit all of the receipts from the garage into the City's account, on a daily basis. At the end of each month, the City would pay the operator the agreed upon management fee. This would enable the City to use such funds upfront.

3. The Department of Parking and Traffic estimates gross revenues of approximately $1.6 million from the Civic Center Plaza Garage in 1993-94 and approximately $1.6 million in FY 1994-95. However, Mr. Kevin Hagarty of the DPT advises that the actual gross revenues for FY 1994-95 could be less than $1.6 million if the move from City Hall expected in FY 1994-95 negatively impacts Garage usage.

4. As defined in the City's Administrative Code, a five percent bid preference would be given to Locally Owned and economically disadvantaged businesses (LBE) and a 10 percent bid preference would be awarded to Minority (MBE) and Women (WBE) Owned Businesses.

5. Award of the management agreement to a parking operator would require separate future legislation subject to approval of the Board of Supervisors.

**Recommendation:** Approve the proposed ordinance.

Items 4 and 5 - Files 161-93-10 and 161-93-10.1

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of January 20, 1994.

1. The proposed resolutions would urge the San Francisco Redevelopment Agency (SFRA) to (a) explore all possible uses to ensure the preservation and retention of the Williams Building, (b) accept $6.8 million in Federal Emergency Management Act (FEMA) monies to upgrade the building seismically and fully restore the building, and (c) demonstrate good faith to comply with the 1984 agreement (Memorandum of Agreement).

2. The 1984 Memorandum of Agreement (MOA), between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation, delineated the circumstances and procedures under which the Williams Building, located at 693 Mission Street in the Yerba Buena Center Redevelopment Project Area, would be retained, rehabilitated or substantially altered as part of a new development proposal. This MOA anticipated that retention of the Williams Building, if economically feasible, would be undertaken and paid for by the developer of the entire Williams Building site. The Williams Building is presently owned by the SFRA.

3. On October 17, 1989, the Loma Prieta Earthquake caused significant structural damage to the Williams Building. The Bureau of Building Inspection (BBI) of the Department of Public Works "red-tagged"[1] the building, ordered that its tenants vacate the building, and that the building be boarded up.

4. Since the earthquake in 1989, the SFRA, in conjunction with the City, has sought FEMA funds for the repair of the Williams Building.

5. On August 17, 1993, the BBI ordered the SFRA to abate what it viewed as an unsafe condition at the Williams Building because of continued deterioration of the structure and its inherent hazard to the general public in case of another earthquake. The BBI order required that the SFRA must either file a permit to repair the building to earthquake proof standards or demolish the building.

6. Since the receipt of that BBI letter, the SFRA has pursued both the objectives to (1) preserve the building by renewing its efforts to gain FEMA monies to repair the building and (2) demolish the building with other SFRA funds in compliance with the BBI order.[2]

---

[1] The term "red-tagged" was developed by the Governor's Office of Emergency Services and refers to structures that are considered unsafe or extremely hazardous, structures which may collapse without warning and structures that are unsafe for occupancy.

[2] FEMA monies are not eligible for the demolition of the Williams Building.

7. On October 27, 1993, the BBI issued a permit to the SFRA to demolish the Williams Building.

8. Meanwhile, as reported by the SFRA on November 23, 1993, FEMA was prepared to make available $6,876,092 for (1) the immediate stabilization and (2) the repair of the Williams Building.[3]

9. The permit, which was issued to demolish the Williams Building, has been appealed to the Board of Permit Appeals by the Foundation for San Francisco Architectural Heritage on the basis that (1) the Williams Building is of historic significance, (2) the SFRA has received $6.8 million from FEMA to repair and retain the Williams Building and (3) the SFRA has not demonstrated the economic feasibility that would require the current building to be substantially changed under the current provisions of the approved Yerba Buena Center Redevelopment Plan.

## Comments

1. Ms. Helen Sause of the SFRA reports that it is the SFRA's current position to negotiate an alternate plan with FEMA for the committed FEMA monies: The alternative plan would:

(a) stabilize the Williams Building at an estimated cost of $1.5 million so it will stand safely until a private developer develops the entire site per the land use provisions of the Yerba Buena Center Redevelopment Project; and

(b) permit the SFRA to submit an alternate project application to FEMA applying for the balance of approximately $4.7 million in FEMA monies for the purpose of paying a portion of the costs of the stabilization and repair of the Jessie Street Substation and the surrounding plaza.[4]

2. Ms. Sause advises that $1.5 million in FEMA monies would enable the SFRA to return the condition of the Williams Building site to its immediate pre-earthquake situation, with a future developer to bear the costs of retaining all or a portion of the Williams Building and, in addition, enable the use of the remaining $4.7 million in FEMA monies to ensure a beginning effort to preserve the Jessie Street Substation.

3. FEMA has stated its willingness to consider an alternate use of its funds to build or repair another publicly owned facility, such as the Jessie Street Substation and its surrounding plaza. However, the original commitment of

---

[3] **Previously, FEMA issued a Damage Survey Report in the amount of $6,843,215.**

[4] **The Jessie Street Substation is located in the interior of Central Block 1 bounded by Third, Mission, Fourth and Market Streets.**

approximately $6.8 million would be reduced 10 percent to approximately $6.1 million under the alternate use proposal.

4. The Jessie Street Substation was to have been renovated as part of the 1984 Yerba Buena Gardens development agreement with the developer, Olympia and York, which was terminated in 1993 because of that developer's financial default. Because the SFRA is currently seeking alternate developers to replace Olympia and York, work on the preservation of the Jessie Street Substation cannot be scheduled.

5. Because of the continuing deteriorating condition of the Jessie Street Substation, Ms. Sause has advised that the SFRA supports the alternative plan for $4.7 million of the FEMA monies that would result in funding the initial costs to rehabilitate the Jessie Street Substation. The total estimated rehabilitation costs for the Jessie Street Substation are $10.8 million, based on a previous estimate by Olympia and York. The developer who eventually replaces Olympia and York would be responsible to complete the rehabilitation work on the Jessie Street Substation.

6. Mr. Richard Kono of the SFRA advises that the current 9-story Williams Building contains about 42,000 square feet of office space covering approximately 14 percent of the existing land area of 32,960 square feet (.76 acres). A proposed development by a private developer that would incorporate a portion of the existing Williams Building on the 32,960 square foot parcel would allow up to 500,000 square feet, or nearly 12 times the existing square footage of the existing Williams Building, for various uses including office space, retail commercial, residential and up to 600 hotel rooms.

7. Ms. Sause also advises that the $1.5 million expenditure of FEMA monies to stabilize the Williams Building to its immediate pre-earthquake conditions does represent a good faith effort on the part of the SFRA to comply with the 1984 Memorandum of Agreement between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation.

## Recommendation

The proposed resolutions are policy decisions for the Board of Supervisors.

Item 6 - File 124-93-9

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of January 20, 1994.

**Department:** Police Department
Department of Parking and Traffic (DPT)

**Item:** Ordinance amending Sections 11.1 and 11.2 of the Traffic Code, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic.

**Description:** According to the proposed ordinance, the Director of the Department of Parking and Traffic (rather than the Chief of Police) would be authorized to issue vehicle press cards.

According to Mr. Tim Johnson of the DPT, a vehicle press card is an identification card issued to news media organizations, including newspapers, radio and television stations, for purposes of permitting the employees of such organizations to park their vehicles at parking meters (free of charge), in order to provide coverage of news events.

**Comments:** 1. According to Mr. Johnson, the transferring of authority for the issuance of vehicle press cards from the Chief of Police to the Director of the DPT, is consistent with the Charter Amendment that established the DPT in July of 1990.

2. Mr. Johnson advises that any costs associated with the issuance of vehicle press cards will be absorbed by existing DPT resources. Mr. Johnson also advises that there is no charge levied against members of the press for vehicle press cards.

3. Mr. Johnson advises that data is not readily available to accurately estimate the amount of unrealized revenues from parking meters as a result of the issuance of vehicle press cards. However, there are over 900 outstanding vehicle press cards, according to Mr. Johnson.

**Recommendation:** Consistent with the previously approved Charter Amendment, approve the proposed ordinance.

Item 7 - File - 315-93-1

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of January 20, 1994.

1. This item is a hearing to consider whether City Hall is structurally sound enough to occupy on a day-to-day basis and to address conflicting opinions regarding the current condition of the building.

2. In 1990, San Francisco voters approved an Earthquake Safety Bond issue to provide funds for seismic upgrades to various City-owned buildings, including City Hall. The Department of Public Works (DPW) retained a structural engineering firm, Forell/Elsesser Engineers, to make recommendations regarding seismic upgrades to City Hall and to design the seismic strengthening of City Hall. According to Mr. Tony Irons of the DPW, it is the opinion of Forell/Elsesser Engineers that City Hall could withstand another earthquake of the same magnitude of the 1989 Loma Prieta earthquake. However, another earthquake of that magnitude would cause significant damage to City Hall. Thus, DPW believes that while City Hall needs to be seismically upgraded, it is structurally sound enough to occupy on a day-to-day basis. DPW estimates that it will cost $181 million to seismically upgrade City Hall and $37 million to relocate City Hall departments. Monies were included in the 1990 Earthquake Safety Bond issuance to fund these activities.

3. Mr. Larry Litchfield, the City's previous Superintendent of Building Inspection, wrote a memorandum in December of 1993 to the Director of Public Works expressing concern about the continued occupancy of City Hall. In that memo Mr. Litchfield advised that, based on his observations and opinion, City Hall would not withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake. As a result, Mr. Litchfield advised that City Hall be vacated as soon as possible. However, according to Mr. Irons, Mr. Litchfield is not a structural engineer and does not possess the same knowledge of the structural condition of City Hall as Forell/Elsesser Engineers.

4. Although City Hall can withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake, Mr. Irons reports that to complete seismic improvements to City Hall, City Hall will need to be vacated. Evacuation will require finding suitable office space to which each department that currently resides in City Hall could be relocated. DPW, in conjunction with the Department of Real Estate and the CAO's Office, expects to complete its plans to identify such space for relocation of these City Hall-based departments by January of 1995.

5. Mr. Steve Legnitto of the Department of Real Estate reports that the Department recently issued an RFP for rental space to relocate City Hall-based departments. According to Mr. Legnitto, rental space proposals are due on January 19, 1994. The actual relocation will take place in January and February of 1995.

Item 8 - File 85-94-2

**Department:** Chief Administrative Officer (CAO)

**Item:** Resolution accepting the report prepared by the Chief Administrative Officer's Office containing detailed transportation analysis of alternatives to completely rebuild the Terminal Separator Structure/Mid-Embarcadero and directing the Chief Administrative Officer to proceed with the public meetings necessary to begin environmental documentation of the identified alternatives.

**Description:** The Board of Supervisors previously approved a resolution (File 85-93-1) in August, 1993, which directed the Chief Administrative Officer to undertake a detailed transportation study of alternatives (previously identified by the Department of City Planning) to completely rebuild the Terminal Separator Structure/Mid-Embarcadero. The Terminal Separator Structure was a roadway that linked the Bay Bridge and Interstate 80 with the Mid-Embarcadero. The Mid-Embarcadero was an elevated extension of the Terminal Separator Structure, offering access to and from Clay Street, Washington Street and Broadway. The Terminal Separator Structure and the Mid-Embarcadero were destroyed by the Loma Prieta Earthquake, in 1989.

The proposed resolution would accept the CAO's report of alternatives to completely rebuild the Terminal Separator Structure/Mid-Embarcadero. The alternatives are as follows:

- Alternative 1: Maintains the street network and ramp connections as they currently exist in downtown San Francisco. No reconstruction of the Embarcadero Surface Roadway and no reconstruction of the Terminal Separator Structure.

- Alternative 2: Reconstructs the Embarcadero Surface Roadway between Folsom Street and Broadway as a four to six lane roadway. The Embarcadero ramps would not be reconstructed.

- Alternative 3: The same as Alternative 2 with respect to The Embarcadero configuration, but constructs new ramps to and from I-80/U.S. 101 at Second Street (off-ramp) and at Harrison Street near Second Street (on-ramp), plus modification of the existing Fremont Street off-ramp.

- Alternative 4: The same as Alternative 3, except that the proposed I-80/U.S. 101 on- and off-ramps at Second and Harrison Streets, are not included.
- Alternative 5: The Terminal Separator Structure is rebuilt to its original configuration, including the Main Street/Beale Street ramps and a ramp connection to the Embarcadero Surface Roadway.
- Alternative 6: The same as Alternative 5, except for the configuration of the Embarcadero Roadway, which would be subsurface in the northbound direction (between Mission Street and Washington Street), while the southbound lanes would remain at the surface.

The proposed resolution would recognize Alternative 3 as the preferred alternative because it offers the highest level of transportation benefits in combination with the most flexible land uses. The proposed resolution also would direct the CAO's Waterfront Transportation Projects Office to proceed expeditiously with a scoping meeting (public meeting to discuss the identified alternatives). Upon completion of the scoping meeting, the Waterfront Transportation Projects Office would work with Federal Highway Administration and Caltrans representatives to combine and complete the environmental documentation and preliminary design work for the Terminal Separator Structure/Mid-Embarcadero project.

**Comment:**

According to Mr. Emilio Cruz of the CAO's Office, the environmental review process associated with the replacement of the Terminal Separator Structure was to take place independently of the environmental review of the Mid-Embarcadero Roadway Replacement Project. Mr. Cruz reports that the combination of the environmental documentation of these two projects has been endorsed by applicable Federal and State agencies as well as by the Secretary of Transportation. The estimated cost of $6,000,000, to pay for this combined environmental documentation process and preliminary design work, would be paid for by Federal Emergency Relief Funds. Mr. Cruz estimates that this combined environmental documentation process and preliminary design work will be completed in mid-1995.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#2
2/3/94
c.2

DOCUMENTS DEPT.
FEB 3 1994
SAN FRANCISCO
PUBLIC LIBRARY

## CALENDAR - Actions taken

### REGULAR MEETING OF
### HOUSING AND LAND USE COMMITTEE
### BOARD OF SUPERVISORS
### CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, FEBRUARY 3, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

ABSENT: SUPERVISOR MAHER - ITEMS 1, 2, 3 AND 7

CLERK: GAIL JOHNSON

1. File 40-94-2. [Extend Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market Area and adding Stillman Street, between Second and Third Streets, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   ACTION: Hearing held. Recommended.

2. File 20-94-2.1. [Traffic Regulations, Virginia Street] Recommending establishment of traffic regulations on Virginia Street. (DPT Order No. 541) (Department of Parking and Traffic)

   (Consideration continued from 1/20/94)

   Tow-Away, No Stopping Anytime - Establish

   Virginia Street, north side, from Winfield Street to 110 feet easterly (110-foot zone, replaces existing red zone).

   Virginia Street, south side, from 32 feet to 75 feet east of Winfield Street (43-foot zone, replaces existing red zone).

   ACTION: Hearing held. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting traffic regulations on Virginia Street". Recommended.

3. File 47-94-1. [Management Agreement/Civic Center Plaza Garage] Ordinance approving and adopting Civic Center Plaza Garage legal documents and authorization for management agreement. (Real Estate Department)

   ACTION: Hearing held. Recommended.

4. File 161-93-10. [Williams Building] Resolution urging the Redevelopment Agency to ensure the preservation and retention of the Williams Building; accept $6.8 million in FEMA money to seismically upgrade and fully restore the Williams Building; and to demonstrate good faith to the 1984 agreement; companion to File 161-93-10.1. (Supervisor Maher)

   (Consideration continued from 1/20/94)

   ACTION: Consideration continued to February 17, 1994, meeting (at the request of sponsor).

5. File 161-93-10.1. [Williams Building] Resolution urging the Redevelopment Agency to explore all possible uses to ensure the preservation and retention of the Williams Building; accept FEMA money to seismically upgrade the building and to demonstrate good faith to the 1984 agreement; companion to File 161-93-10. (Supervisors Maher, Bierman)

   (Consideration continued from 1/20/94)

   ACTION: Consideration continued to February 17, 1994, meeting (at the request of sponsor).

6. File 124-93-9. [Traffic Regulation] Ordinance amending Traffic Code by amending Sections 11.1 and 11.2, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic. (Department of Parking and Traffic)

   (Consideration continued from 1/20/94)

   ACTION: Hearing held. Consideration continued to February 17, 1994, meeting.

7. File 315-93-1. [City Hall Building Safety] Hearing to consider whether City Hall is structurally sound enough to occupy on a day-to-day basis and to address conflicting opinions regarding the current condition of the building; and to consider the status of relocation of City offices from City Hall during anticipated repairs to the building. (Supervisors Hsieh, Alioto)

   (Consideration continued from 1/20/94)

   ACTION: Hearing held. Consideration continued to the Call of the Chair.

8. File 85-94-2. [Terminal Separator Structure] Resolution accepting report of the City staff containing detailed transportation analysis of alternatives to full rebuild of the Terminal Separator Structure/Mid-Embarcadero and directing Chief Administrative Officer to proceed with scoping meeting necessary to begin environmental documentation of the identified alternatives. (Chief Administrative Officer)

   ACTION: Hearing held. Amendment of the Whole prepared in Committee. Recommended as amended. New title: "[Terminal Separator Structure] Accepting report of the City staff containing detailed transportation analysis of alternatives to full rebuild of the Terminal Separator Structure/Mid-Embarcadero, directing the Chief Administrative Officer to proceed with scoping meetings necessary to begin environmental documentation of the identified alternatives, urging that a high priority continue to be placed on the implementation of interim traffic measures in and around downtown and northeastern areas of the City, and requesting a quarterly report on the procedures of the interim traffic improvements."

SF
S90.46
#2
2/9/94

DOCUMENTS DEPT.
AUG 27 1996
SAN FRANCISCO
PUBLIC LIBRARY

# //// SPECIAL CALENDAR - ACTION TAKEN

## JOINT BUDGET/HOUSING & LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

WEDNESDAY, FEBRUARY 9, 1994 - 1:00 P.M.

2ND FLOOR, CITY HALL
LEGISLATIVE CHAMBER

PRESENT: SUPERVISORS HSIEH, BIERMAN, ALIOTO, MAHER, SHELLEY

ABSENT: SUPERVISOR MAHER FOR VOTE ON ALL ITEMS.

CLERK: MARY L. RED

1. File 97-94-5. [Seismic Safety Retrofit Loan Program] Ordinance amending Administrative Code by adding a new Chapter 66A, Sections 66A.1 through 66A.27, to provide regulations for the creation and operation of the Seismic Safety Retrofit Loan Program. (Supervisor Hsieh)

   ACTION: Hearing held. Amendment of the Whole (as presented by Supervisor Hsieh) adopted; further amended. Amendment of the Whole reflecting further amendments, RECOMMENDED AS AMENDED. Same title. (Supervisor Maher absent)

2. File 97-94-6. [Seismic Safety Loan Fund] Ordinance amending Administrative Code by amending Section 10.117-110 by changing the name of the Seismic Strengthening Loan Fund to the Seismic Safety Loan Fund and making the administration of that fund consistent with the documents authorized issuance of bonds under the Earthquake Loan Bond Program, 1992. (Supervisor Hsieh)

   ACTION: Hearing held. Amended on page 2, line 13, after the word "Fund" insert "((, excluding expenditures in the form of loans,))". Same title. RECOMMENDED AS AMENDED. (Supervisor Maher absent)

3. File 170-94-2. [Bond, Issue $350M, Seismic Safety Loan Program] Resolution providing for the issuance of $350,000,000 aggregate principal amount of City and County of San Francisco taxable general obligation bonds (Seismic Safety Loan Program); providing for the levy of a tax to pay the principal and interest thereof; providing for the establishment of funds related thereto; authorizing and directing the sale of $35,000,000 principal amount of taxable general obligation bonds (Seismic Safety Loan Program) 1994 Series A; prescribing the terms and form of said Series A bonds; approving forms of official notice of sale of said Series A bonds and notice of intention to sell said Series A bonds; directing the publication of notice of sale and notice of intention to sell said Series A bonds; approving the form of purchase contract; approving the official statement relating to said Series A bonds; consenting to submission of bids by co-financial advisor; granting general authority to city officers to take necessary actions in connection with the authorization, issuance, sale and delivery of said Series A bonds; authorizing reimbursement of expenditures; and authorizing the execution of necessary documents. (Supervisor Hsieh)

   ACTION: Hearing held. Amendment of the Whole (as presented by Supervisor Hsieh) adopted. Same title. RECOMMENDED AS AMENDED. (Supervisor Maher absent)

SF
90.46
#3
2/17/94

Public Library, Documents Dept.
ATTN: Jane Judson

DOCUMENTS DEPT.
FEB 17 1994
SAN FRANCISCO
PUBLIC LIBRARY

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

February 15, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** February 17, 1994 Housing and Land Use Committee Meeting

Item 1 File 10-94-1

**Department:** Department of Public Works

**Item:** Resolution granting revocable permission to the San Francisco Museum of Modern Art to construct a Pacific Gas and Electric (PG&E) underground transformer vault with six heavy duty circular grates, six liftouts and two areaway gratings on Minna Street, fronting 151 Third Street (Block 3722, Lot 48) and adopting findings pursuant to City Planning Code Section 101.1.

**Description:** The proposed resolution would grant permission to the San Francisco Museum of Modern Art to encroach upon a portion of City property on Minna Street, fronting 151 Third Street. Such encroachment would permit the San Francisco Museum of Modern Art to construct a PG&E underground transformer vault with six heavy duty circular grates, six liftouts and two areaway gratings, in order to bring electricity to the site of the new Museum of Modern Art, currently under construction. The Board of Supervisors may revoke the proposed permission at will. In addition, permission would automatically be terminated if the San Francisco Museum of Modern Art failed to continue insurance protection for the encroachment. The permission would not become effective until the San Francisco Museum of Modern Art has executed a street encroachment agreement and until the Controller has reviewed the San Francisco Museum of Modern Art's insurance policy for the encroachment.

Under the proposed resolution, the San Francisco Museum of Modern Art would, in accordance with State Government Code Section 4216.1, become a member of the Underground Service Alert - Northern California. The purpose of this organization is to alert appropriate agencies (i.e., Pacific Gas and Electric, telephone companies, and the City's Water Department) that excavation is going to occur at a specific site so that these agencies are aware that the excavation is taking place and can go to the site and mark the area if they have any lines, cables, etc., in the immediate area, in order to protect the lines and cables from disruption.

The proposed resolution also provides that the Board of Supervisors would reserve the right to charge the San Francisco Museum of Modern Art a recurring rental fee for the encroachment on public property. In addition, the San Francisco Museum of Modern Art would be responsible for procuring the necessary permits and paying for the necessary permit and inspection fees before starting construction work. The San Francisco Museum of Modern Art would also assume all costs, including maintenance and repairs associated with the encroachment, as well as any removal or relocation expenses. There are to be no costs incurred by the City.

**Comments:**

1. The City Planning Commission has declared that the project intended by the encroachment is consistent with the eight priority policies of City Planning Code Section 101.1.

2. As noted above, the Board of Supervisors would reserve the right to charge the San Francisco Museum of Modern Art a recurring rental fee for the encroachment on City property. According to Ms. Denise Brady, Chief of the Bureau of Street-Use Mapping, no recurring permit or rental fee has yet been established for this type of encroachment. Ms. Brady advises that the DPW has included a provision in the proposed resolution for the Board of Supervisors to reserve the right for the City to charge a recurring permit or rental because the Department believes such a charge has merit.

3. Ms. Brady states that the DPW recognizes that certain policy issues would have to be resolved regarding such a recurring rental fee, since establishing such a fee could potentially effect a wide range of encroachments City-wide, including, certain underground basements. Once the feasibility of such a charge has been established, the policy

for charging a recurring rental fee and the mechanism for implementing the policy would require Board of Supervisors approval.

4. The DPW reports that the Department held a public hearing on November 6, 1992 on the proposed encroachment and no objections were made to the project.

5. DPW advises that the San Francisco Museum of Modern Art has paid the required permit processing fee of $800 to the City. Once the construction costs have been calculated for the proposed project, the San Francisco Museum of Modern Art will also be required to pay an, as yet undetermined, inspection fee which would be based on a percentage of the construction costs.

**Recommendation:** Approve the proposed resolution.

**BOARD OF SUPERVISORS**
**BUDGET ANALYST**

Item 3 - File 124-93-9

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of February 3, 1994.

**Department:** Police Department
Department of Parking and Traffic (DPT)

**Item:** Ordinance amending Sections 11.1 and 11.2 of the Traffic Code, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic.

**Description:** According to the proposed ordinance, the Director of the Department of Parking and Traffic (rather than the Chief of Police) would be authorized to issue vehicle press cards.

According to Mr. Tim Johnson of the DPT, a vehicle press card is an identification card issued to news media organizations, including newspapers, radio and television stations, for purposes of permitting the employees of such organizations to park their vehicles at parking meters (free of charge), in order to provide coverage of news events.

**Comments:** 1. According to Mr. Johnson, the transferring of authority for the issuance of vehicle press cards from the Chief of Police to the Director of the DPT, is consistent with the Charter Amendment that established the DPT in July of 1990.

2. Mr. Johnson advises that any costs associated with the issuance of vehicle press cards will be absorbed by existing DPT resources. Mr. Johnson also advises that there is no charge levied against members of the press for vehicle press cards.

3. Mr. Johnson advises that data is not readily available to accurately estimate the amount of unrealized revenues from parking meters as a result of the issuance of vehicle press cards. However, there are over 900 outstanding vehicle press cards, according to Mr. Johnson.

**Recommendation:** Consistent with the previously approved Charter Amendment, approve the proposed ordinance.

Items 4 and 5 - Files 161-93-10 and 161-93-10.1

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of February 3, 1994.

1. The proposed resolutions would urge the San Francisco Redevelopment Agency (SFRA) to (a) explore all possible uses to ensure the preservation and retention of the Williams Building, (b) accept $6.8 million in Federal Emergency Management Act (FEMA) monies to upgrade the building seismically and fully restore the building, and (c) demonstrate good faith to comply with the 1984 agreement (Memorandum of Agreement).

2. The 1984 Memorandum of Agreement (MOA), between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation, delineated the circumstances and procedures under which the Williams Building, located at 693 Mission Street in the Yerba Buena Center Redevelopment Project Area, would be retained, rehabilitated or substantially altered as part of a new development proposal. This MOA anticipated that retention of the Williams Building, if economically feasible, would be undertaken and paid for by the developer of the entire Williams Building site. The Williams Building is presently owned by the SFRA.

3. On October 17, 1989, the Loma Prieta Earthquake caused significant structural damage to the Williams Building. The Bureau of Building Inspection (BBI) of the Department of Public Works "red-tagged"[1] the building, ordered that its tenants vacate the building, and that the building be boarded up.

4. Since the earthquake in 1989, the SFRA, in conjunction with the City, has sought FEMA funds for the repair of the Williams Building.

5. On August 17, 1993, the BBI ordered the SFRA to abate what it viewed as an unsafe condition at the Williams Building because of continued deterioration of the structure and its inherent hazard to the general public in case of another earthquake. The BBI order required that the SFRA must either file a permit to repair the building to earthquake proof standards or demolish the building.

6. Since the receipt of that BBI letter, the SFRA has pursued both the objectives to (1) preserve the building by renewing its efforts to gain FEMA monies to repair the building and (2) demolish the building with other SFRA funds in compliance with the BBI order.[2]

---

[1] The term "red-tagged" was developed by the Governor's Office of Emergency Services and refers to structures that are considered unsafe or extremely hazardous, structures which may collapse without warning and structures that are unsafe for occupancy.

[2] FEMA monies are not eligible for the demolition of the Williams Building.

7. On October 27, 1993, the BBI issued a permit to the SFRA to demolish the Williams Building.

8. Meanwhile, as reported by the SFRA on November 23, 1993, FEMA was prepared to make available $6,876,092 for (1) the immediate stabilization and (2) the repair of the Williams Building.[3]

9. The permit, which was issued to demolish the Williams Building, has been appealed to the Board of Permit Appeals by the Foundation for San Francisco Architectural Heritage on the basis that (1) the Williams Building is of historic significance, (2) the SFRA has been advised that $6.8 million will be received from FEMA to repair and retain the Williams Building and (3) the SFRA has not demonstrated the economic feasibility that would require the current building to be substantially changed under the current provisions of the approved Yerba Buena Center Redevelopment Plan.

## Comments

1. Ms. Helen Sause of the SFRA reports that it is the SFRA's current position to negotiate an alternate plan with FEMA for the committed FEMA monies: The alternative plan would:

(a) stabilize the Williams Building at an estimated cost of $1.5 million so it will stand safely until a private developer develops the entire site per the land use provisions of the Yerba Buena Center Redevelopment Project; and

(b) permit the SFRA to submit an alternate project application to FEMA applying for the balance of approximately $4.8 million in FEMA monies for the purpose of paying a portion of the costs of an alternative use for the remaining funds that provide a significant benefit to the City to retain historical structures.

2. Ms. Sause advises that $1.5 million in FEMA monies would enable the SFRA to return the condition of the Williams Building site to its immediate pre-earthquake situation, with a future developer to bear the costs of retaining all or a portion of the Williams Building and, in addition, enable the use of the remaining $4.8 million in FEMA monies to ensure a beginning effort to preserve other historical structures.

3. FEMA has stated its willingness to consider an alternate use of its funds to build or repair another publicly owned facility. However, the original commitment of approximately $6.8 million would be (1) reduced by $1.5 million to repair the Williams Building, and (2) further reduced by $0.5 million because an alternate site would be considered with the FEMA funds. This would leave a balance of $4.8 million to build or repair another publicly owned facility.

---

[3] Previously, FEMA issued a Damage Survey Report in the amount of $6,843,215.

4. The SFRA is looking into several alternative uses for the available $4.8 million over and above those needed to stabilize the Williams Building.

5. Mr. Richard Kono of the SFRA advises that the current 9-story Williams Building contains about 42,000 square feet of office space covering approximately 14 percent of the existing land area of 32,960 square feet (.76 acres). A proposed development by a private developer that would incorporate a portion of the existing Williams Building on the 32,960 square foot parcel would allow up to 500,000 square feet, or nearly 12 times the existing square footage of the existing Williams Building, for various uses including office space, retail commercial, residential and up to 600 hotel rooms.

6. Ms. Sause also advises that the $1.5 million expenditure of FEMA monies to stabilize the Williams Building to its immediate pre-earthquake conditions does represent a good faith effort on the part of the SFRA to comply with the 1984 Memorandum of Agreement between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation.

## Recommendation

The proposed resolutions are policy decisions for the Board of Supervisors.

**BOARD OF SUPERVISORS**
**BUDGET ANALYST**

Item 6 - File - 315-93-1

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of February 3, 1994.

1. This item is a hearing to consider whether City Hall is structurally sound enough to occupy on a day-to-day basis, to address conflicting opinions regarding the current condition of the building and to consider the status of relocating City offices from City Hall during the anticipated repairs to the building.

2. In 1990, San Francisco voters approved an Earthquake Safety Bond issue to provide funds for seismic upgrades to various City-owned buildings, including City Hall. The Department of Public Works (DPW) retained a structural engineering firm, Forell/Elsesser Engineers, to make recommendations regarding seismic upgrades to City Hall and to design the seismic strengthening of City Hall. According to Mr. Tony Irons of the DPW, it is the opinion of Forell/Elsesser Engineers that City Hall could withstand another earthquake of the same magnitude of the 1989 Loma Prieta earthquake. However, another earthquake of that magnitude would cause significant damage to City Hall. Thus, DPW believes that while City Hall needs to be seismically upgraded, it is structurally sound enough to occupy on a day-to-day basis. DPW estimates that it will cost $181 million to seismically upgrade City Hall and $37 million to relocate City Hall departments. Monies were included in the 1990 Earthquake Safety Bond issuance to fund these activities.

3. Mr. Larry Litchfield, the City's previous Superintendent of Building Inspection, wrote a memorandum in December of 1993 to the Director of Public Works expressing concern about the continued occupancy of City Hall. In that memo Mr. Litchfield advised that, based on his observations and opinion, City Hall would not withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake. As a result, Mr. Litchfield advised that City Hall be vacated as soon as possible. However, according to Mr. Irons, Mr. Litchfield is not a structural engineer and does not possess the same knowledge of the structural condition of City Hall as Forell/Elsesser Engineers.

4. Although City Hall can withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake, Mr. Irons reports that to complete seismic improvements to City Hall, City Hall will need to be vacated. Evacuation will require finding suitable office space to which each department that currently resides in City Hall could be relocated. DPW, in conjunction with the Department of Real Estate and the CAO's Office, expects to complete its plans to identify such space for relocation of these City Hall-based departments by January of 1995.

5. Mr. Steve Legnitto of the Department of Real Estate reports that the Department recently issued an RFP for rental space to relocate City Hall-based departments. According to Mr. Legnitto, the Department of Real Estate received and is currently reviewing six rental space proposals. In addition, independent of issuing an RFP, the Department has investigated possible locations for City Hall-based departments. While the Department of Real Estate has not finalized its rental space selection, Mr. Legnitto advises that the Department is developing legislation to bring before the Board of Supervisors within the next month that would authorize the Department of Real Estate to execute leases for selected rental spaces. The actual relocation will take place in January and February of 1995.

Item 7 - File - 267-92-2

1. This item is a hearing to consider the seismic safety status of Department of Public Health's Paramedic Division Headquarters, located at 2789 25th Street.

2. In a letter to Mr. Vitaly Troyan, Deputy Director for Public Services, Department of Public Works, Mr. Robert Bossi, Professional Engineer, summarizes certain concerns about the seismic safety of the Paramedic Division Headquarters and provides a chronology of his efforts to obtain what he considers to be remedial actions on the issue (Attachment I).

3. Mr. Bossi, who is a consulting engineer with offices located in Guerneville, California, states that he was first notified about the seismic safety issue through an anonymous telephone call from a concerned citizen. In general, Mr. Bossi's assertions are that State law governs the seismic safety requirements of the Paramedic Division Headquarters and that the building currently housing the Headquarters does not meet those requirements. We have summarized Mr. Bossi's assertions concerning 1) the seismic safety requirements for the building housing the Paramedic Division Headquarters and 2) the building's current condition, as follows:

- In late 1990, the Department of Public Health entered into a lease with Plant Properties for use of the ground, mezzanine, and second floors of the building located at the southeast corner of Potrero Avenue and 25th Street. The building was occupied by the Paramedics Division in early, 1991;

- The use of the subject building at 2789 25th Street by the Paramedic Division constitutes the establishment of a new "essential services building" as defined in California Health and Safety Code §16007;

- An "essential services building" must be designed to meet 125 percent of full current Building Code requirements for new buildings;

- Work previously performed on the subject building in compliance with Section 104(f) of the San Francisco Building Code, "Lateral Force Design Requirements for Existing Buildings," would only provide strengthening to approximately 67 percent of the current Building Code requirement instead of the 125 percent required.

4. Mr. Bossi states that the higher standards prescribed by State law for an "essential services building" are intended to assure that facilities necessary for post-earthquake response are functional.

**Comments:**

1. Mr. Bossi recommends that action be taken immediately to determine whether the building meets the criteria of the Essential Services Buildings Act, and if it does, or if a determination cannot be quickly made, that the Paramedic

Division's ambulances, supplies, and dispatch function be moved to a complying structure.

2. The Paramedic Division and has responded to the issue concerning the seismic safety of its headquarters in a memorandum dated February 15, 1994 (Attachments II). In general, that response is as follows:

> a. That neither the Paramedic Division nor the building owner, Mr. Plant, has received any telephone inquiries or other communications from Mr. Bossi or from other City agencies prior to February 3, 1994, regarding the matter;
>
> b. That the Paramedic Division has contacted Mr. Plant and has asked that he research the inspection and permit status of the building;
>
> c. That the Paramedic Division will work with the City Attorney's Office and the Bureau of Building Inspection to determine to what extent the operations of the Paramedic Division fall under the definition of the Essential Services Building Act; and
>
> d. That the Paramedic Division will take appropriate action to upgrade the building, should improvements be recommended.

3. The Bureau of Building Inspection has responded to the issues concerning whether the subject building meets the definition of an Essential Services Building and the status of building permits on the building (Attachment III).

4. Chief Paramedic Pippa Amick of the Paramedic Division reports that the Paramedic Division Headquarters operates up to 21 City ambulances, including five to six ambulances which are operated out of the Paramedics Division Headquarters facility at 2789 25th Street.

5. Mr. Amick has requested that this item be continued to the call of the Chair so that the Paramedic Division and other City agencies have sufficient time to complete their research on the facts pertaining to this hearing.

**Robert J Bossi, PE**
Consulting Engineer
Post Office Box 2233
Guerneville, CA 95446-2233
(707) 869-5688
491-6797

January 24, 1994

Mr Vitaly B. Troyan, PE
Deputy Director, Public Servic
Department of Public Works
Room 359, City Hall
San Francisco, CA 94102-4606

Re: **Department of Public Health Ambulance Garage, 2789 25th Street.**

Dear Mr Troyan:

As requested in our meeting last week, the following is a summary of my concerns over the subject project and a chronology of my involvement in bringing these concerns to the Bureau of Building Inspection's attention.

## BACKGROUND

The Project: In late 1990 the Department of Public Health entered into a lease with Plant Properties for use of the ground, "mezzanine" and second floors of the old Borden's Dairy building located at the southeast corner of Potrero Avenue and 25th Street. Prior to this lease (since 1971), the space in question was Plant Brothers Construction Co.'s cabinet shop and offices. The third story was and continues to be occupied as architectural offices. The plans for the $932,500.00 remodel (Application No. 9023135, copy attached) to accommodate DPH indicate the ground floor to be used for ambulance and emergency medical supply storage. The mezzanine and second stories were indicated as training, office and dispatch facilities for the Paramedic Division. Additionally a new two level employee parking structure was constructed to the south of the building.

The Structure: The existing 3 (possibly 4 depending on the mezzanine's status) story building was erected in 1923 with additions in 1928 and 1936 (Per the Sanborn Maps). The building is of non-ductile reinforced concrete frame construction. The northerly, easterly and westerly walls are entirely of frame construction with steel sash in the openings. The southerly wall is combination of sash and concrete infill that would act as a shear wall. This results in a stiffness irregularity in the north-south direction and a significant shifting of the

COPY

Structural and Code Consulting, Inspection, Litigation Support
Member: American Society of Civil Engineers, International Conference of Building Officials

center of mass with respect to the center of rigidity. In 1989, (expired Application No. 8915031, copy attached) was approved to voluntarily upgrade the building to comply with Section 104(f) in anticipation of a "*possible future change* (of use) *per separate permit*".

**The Code:** It has been my continuing contention that the use of this building by the Department of Public Health constitutes the establishment of a new "Essential Services Building" as defined in California Health and Safety Code §16007 (copy attached). The regulations implementing the statute law are contained in Title 24, California Code of Regulations, Part 1, Section 4-207 (copy attached) which includes any building converted to essential services use in the definition of a "New Essential Services Building". An Essential Services Building must be designed to meet 125% of full current code for new buildings (SFBC Table No. 23-L). By contrast, a 1989 SFBC Section 104(f) upgrade might result in strengthening to about 67% of current code. Additionally, more stringent plan check and inspection requirements apply to Essential Services Buildings. The higher standards prescribed by state law are intended to assure that facilities necessary for post earthquake response are functional after an earthquake.

**The Permit Process:** The permit process seems to have run amuck. I am attaching permit listings from October 20, 1992 and last week. Except for a couple expirations permits remain in virtually the same status. Even though the building was occupied in 1991, the 1989 seismic upgrade and 1990 ambulance garage permits a well as several other permits have never been "finaled".

## PROBLEM STATEMENT

In late 1991, I received an anonymous telephone call from a "concerned citizen" asking that I look into the safety of this building. The only reason that I can think of that this matter was referred to me is that I represented the Structural Engineers Association of California before the legislature when the bill that created the Essential Services Buildings Act was being debated. I refered the caller to the Bureau and to, I believe, The Office of the State Architect, Structural Safety Section.

I first discussed the project with Hari Ramani, SE, who was the chief of the Plans Approval Division and who was unfamiliar with the state law requirements. My curiosity then led me to research the permit history of the project. As a result of that research, I determined that the Essential Buildings Act had not been complied with. I then on December 19, 1991 verbally refered the matter to Bill Schock. Having heard nothing on the issue, I again contacted Mr Schock on January 7, 1992 at which time he stated he was still "looking into the matter". I next refered the matter to Superintendent Larry Litchfield on

January 24, 1992. He was unaware of his role in enforcing the Act but stated that he "would discuss the matter with Bill Schock and get back to me".

Subsequently, I attempted to identify and contact responsible parties in either the Department of Public Health or the Real Estate Department but could never identify anyone who was willing to admit their involvement, or, for the most part, even return my phone calls. Frustrated with the lack of response by the Bureau as well as other City agencies, I did further research with Arnold Luft, SE, then vice-president of Peter Culley Associates, the engineers for the 104(f) upgrade. Mr Luft stated that he was unaware of the new use and that the building was not retrofitted with this type of use in mind. In October of 1992, with still no response from the Bureau, I contacted Supervisor Tom Hsieh. As a result, on October 26, 1992 he introduced File 267-92-2 to hold a hearing to consider the seismic safety this building. This hearing was postponed several times at, it is my understanding, the request of the Real Estate Department. To date there still has been no hearing.

I have continued to monitor the permit history in the hopes that it would show some corrective action. Most recently, I again brought this matter to Superintendent Litchfield's attention on October 4, 1993 and he again assured me he would "look into the matter", this time with the Director of Emergency Services. Bill Schock and Larry Litchfield have left so I am now placing "the ball in your court".

This is a very critical issue. I have included two photographs from Olive View hospital after the 1971 San Fernando earthquake. This is what I want to make sure doesn't happen. The loss of, or damage to, this building while occupied by the majority of the City's ambulance would seriously impact the ability to respond adequately to the need for post earthquake emergency medical aid. Additionally, I question the locating of all of the city's ambulance facilities in one location near unstrengthened freeway structures and in an area of relatively poor soils.

## RECOMMENDED ACTION

It is my recommendation that you immediately investigate this matter to determine if the building meets the criteria of the Essential Services Buildings Act. If it does not or if a determination cannot be quickly made, I would recommend relocating the ambulances, supplies and dispatch function to a complying location.

My patience in this matter is pretty thin. I do not feel it is my responsibility to be the Bureau's watch dog. It is my attention to refer this matter to the Office of the State

Architect if the Bureau fails to act effectively. I also intend to ask Supervisor Hsieh to hold the hearing he requested more than a year ago.

Your prompt attention to this matter would be sincerely appreciated. I stand ready to assist you and the Bureau in any manner that I can in assuring the readiness of the City's ambulance fleet to meet the emergency needs of the City's residents.

Very truly yours,

Robert J Bossi, PE
Consulting Engineer

Attachments as noted

cc: Supervisor Tom Hsieh, Attn: Steve Kawa
SEAONC, Attn: Pat Buscovich

Attachment II
Page 1 of 2

City and County of San Francisco

Department of Public Health
Paramedic Divisio
2789 25th Stree
San Francisco, CA 9411
415-206-780

## MEMORANDUM

Date: February 15, 1994

To: Stanton Jones, Budget Analyst

From: Pippa Amick, Chief Paramedic

Through: Charles Saunders MD, Medical Director

Subject: Seismic Safety Status of Paramedic Division Headquarters

---

Per our phone discussion this morning, here is a brief summary of our understanding of the concerns about our facility and our actions as of this date.

### *BACKGROUND*

On Thursday February 3, 1994 the Department of Public Health, Paramedic Division received a copy of Mr. Robert Bossi's letter to Vitaly Troyan. In his letter, Mr. Bossi expresses concern, and makes several allegations in regard to the structural integrity and seismic safety status of the Paramedic Division Headquarters located at the corner of 25th and Potrero Streets. In summary Mr. Bossi's concerns may be listed under three main points as follows;

1) Alleged non-response by City Agencies (Department of Public Health, Real Estate Department, and Department of Public Works) to Mr. Bossi's inquiries.

2) That the building was not appropriately inspected, and final permits have not been obtained for the voluntary seismic upgrade done in 1989 to bring the building up to San Francisco Building code 104(f).

3) That the facility (or parts of the facility) should be considered an Essential Services Building (as defined by California Health and Safety Code) ,and does not meet the Essential Services Building code requirements.

### *RESPONSE AND PLAN OF ACTION*

1) For the record, neither the Department of Public Health, Paramedic Division, nor the building owner Mr. Thomas Plant, has received any telephone inquiries or written correspondence from Mr. Bossi in regard to his concerns. Nor has it received inquiries or communications from other City Agencies regarding this matter prior to our initial notification of it last week.

2) The Paramedic Division has contacted Mr. Plant and has asked that he research the inspection and permit status, and that he advise us on our compliance with Essential Service Building code, to include estimates for upgrading the facility. Thomas Plant immediately responded by authorizing Peter Culley Associates to investigate the matter (see attached purchase order for detail).

3) The Paramedic Division will work with the City Attorney's Office and the Bureau of Building Inspection to determine to what extent our operations fall under the definition of the Essential Services Building code, as defined in the California Health and Safety Code.

4) If additional upgrading is necessary, we will explore relevant costs to us or the buildings owner, and make recommendations for these improvements.

## *CONCLUSION*

It is our position that to the best of our knowledge, we currently meet and may even exceed local San Francisco Building Code requirements for seismic safety. The building has been extensively seismically upgraded. Even before its upgrades, it survived the Loma Prieta Earthquake essentially undamaged. Because of the 1989 upgrade, the facility is structurally safer than the majority of Police or Fire Stations throughout the City. Our 21 vehicle ambulance fleet is dynamically deployed city-wide with rotating shift changes therefore, only one-quarter of the ambulances are in the garage at any one time. Our Central Medical Emergency Dispatch (CMED) is a secondary 911 answering point and calls could be processed at alternate sites including San Francisco General Hospital, Police Communications, and Fire Communications.

Since, we were made aware of these concerns only one week ago, we would like to request that the Housing and Land Use Committee continue file 267-92-2 in order that we may have time to complete our research and make recommendations.

Thank you.

cc: Meredith
Rankin

Attachment III

**City and County of San Francisco**

**Department of Public Works**
**Bureau of Building Inspection**
450 McAllister Street
San Francisco, CA. 94102

February 15, 1994

2789 - 25th Street
DPH Ambulance Garage

Stan Jones
1390 Market Street, Suite 1025
San Francisco, CA 94102

Pursuant to your request, this letter is to serve as a brief synopsis of the recent history and use of this building.

In 1989 the structure underwent a voluntary seismic upgrade conforming to minimum code standards [SFBC, 104(f)] but not conforming to standards required of essential services buildings. In 1990 a permit was taken out for tenant improvements for the San Francisco DPH paramedic services (ambulance parking and communications). This DPH use appears to conform to an essential facility as defined by state law although it possibly is not essential depending upon available alternative paramedic services and/or methods of operation.

The seismic upgrade permit and other related permits have not been finaled although all work is probably complete and inspection site cards were signed off by BBI inspectors. The Bureau is currently putting together all inspection records with the expectation of issuing Certificates of Final Completion in the very near future.

Very truly yours,
Dot Y. Yee, P.E.
Acting Superintendent

Neil G. Rains, AIA
Assistant Superintendent

cc: V. Troyan
D. Yee

Item 8 - File 97-94-13

| | |
|---|---|
| **Department:** | Rent Board |
| **Item:** | Ordinance amending the San Francisco Administrative Code by amending Section 37.9A to limit payment of relocation assistance to tenants in lower income households. |

**Description:**

Section 37.9A of the Administrative Code outlines procedures for local compliance with a State law known as the Ellis Act (State Government Code 7060). The purpose of the Ellis Act is to limit local government's power to prevent private residential rental property owners from removing their properties from the rental market. However, the Ellis Act does permit local governments to adopt some measures to minimize the impact of the removal of properties from the rental market on displaced tenants. One such measure is the payment of relocation assistance to tenants by property owners.

The Rent Board reports that a 1992 Appellate Court decision held that the Ellis Act requires that the payment of relocation assistance must be based on household income status, such that only lower income households would be entitled to receive such assistance. Currently, under Section 37.9A (f), all tenants that are displaced as a result of an owner removing his or her property from the rental market because they are no longer interested in being in the rental business, are eligible for relocation assistance. Accordingly, in order to be in conformance with the Appellate Court decision, Section 37.9A (f) must be amended to provide that relocation payments shall be limited to tenants who are members of lower income households, who are elderly, or who are disabled as defined by Section 50079.5 of the California Health and Safety Code. Section 50079.5 defines lower income households, as persons and families whose income does not exceed the qualifying limits for lower income as established and amended from time to time, pursuant to Section 8 of the United States Act of 1937.

Additionally, under the proposed legislation, only tenants who are members of lower income households who are displaced due to an owner removing his or her property from the rental market, shall be entitled to receive one-time relocation payments as follows: (1) $1,500 if the unit is a studio (one or two rooms), (2) $1,750 if the unit is a one-bedroom (three rooms), (3) $2,500 if the unit contains two or more separate bedrooms and (4) $3,000, irrespective of the size of the unit, if the tenant is 62 years of age or older or is disabled, as defined by Section 50072 of the California Health and Safety Code. Such one-time payments would be paid to the tenant by the owner of the property. The Mayor's Office of Housing (MOH) would annually determine the income limits for lower income households, adjusted for household size.

**Comments:** 1. Mr. Joe Grubb of the Rent Board advises that the proposed legislation would not affect the workload of the Rent Board and would have no fiscal impact on the City.

2. According to Mr. Grubb the proposed legislation would affect a negligible number of households in the City because there are very few evictions which result from an owner choosing to remove his or her property from the rental market.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

BOARD OF SUPERVISORS
**BUDGET ANALYST**

Item 9 File 109-93-7

**Department:** Rent Board

**Item:** Ordinance amending the San Francisco Administrative Code by (1) amending Section 37.2 to exempt buildings of four or fewer units from the ordinance after it is owner-occupied for 12 continuous months, (2) amending Section 37.9 to create a right of re-occupancy for tenants evicted by owner move-ins and (3) creating Section 37.9B to establish procedures and rights for re-occupancy of units vacated by the owner occupant.

**Description:** Currently, under Section 37.2 of the Administrative Code, buildings of four or fewer units are exempt from the Rent Ordinance if the owner has resided in the building for at least six continuous months. The proposed ordinance would amend Section 37.2 to provide that buildings of four or fewer units are exempt from the Rent Ordinance if the owner has resided in the building for at least 12 continuous months. The purpose of this provision is to allow tenants to take advantage of being under the provisions of the Rent Ordinance for a longer period of time.

Section 37.9 stipulates the conditions under which a tenant may be lawfully evicted from a rental unit by the property owner. One such condition, under Section 37.9 (a) (8), is when the owner chooses to use a given rental unit for (1) the owner's occupancy as a principal residence or (2) use as a principle residence for the owner's immediate relative. The proposed ordinance would amend Section 37.9 (a) (8) to provide that tenants who are lawfully evicted under this condition, will be subject to the terms and conditions of the proposed new Section 37.9B (see below).

The proposed ordinance would add a new Section 37.9B, which would provide the following major provisions :

1. Tenants lawfully evicted under Section 37.9 (a) (8), must be given the opportunity before any other tenant to re-occupy the rental unit when it is vacated by the owner or his/her relative. The proposed legislation provides that any tenant that has been displaced that (1) advises the landlord in writing of his or her desire to consider an offer to renew the tenancy prior to the unit becoming available and (2) has furnished the landlord with an address to which the offer is to be directed, must be notified by the landlord at such time as the unit is no longer occupied as the principal residence of the landlord or his/her immediate relative. The landlord's

notice must state, in part, the date on which a response from the tenant is due, which will be no less than 30 days from the date the notice was mailed. The proposed legislation additionally provides that irrespective of whether the displaced tenant has provided the landlord with a forwarding address, the landlord must provide a written notice to the Rent Board that the unit will be available for rental. The Rent Board shall make all such notices available for review by the public immediately upon receipt. A displaced tenant must respond to such a notice within 30 days of its filing with the Rent Board.

2. When a rental unit, which has been used as a principal residence by the owner or his/her relative, is vacated, the unit must be rented to the tenant evicted under Section 37.9 (a) (8) at a rent not greater than that which would have been allowed had the evicted tenant remained in continuous occupancy and the rental unit had remained subject to the Rent Ordinance. If a landlord asserts that a rental increase has legally taken place since the tenant was displaced, the landlord bears the burden of providing evidence which supports that assertion, and such evidence will be subject to the provisions of the Rent Ordinance.

3. Tenants lawfully evicted under Section 37.9 (a) (8) would be entitled to relocation assistance payments. Such payments would be paid to the tenant by the building owner. The following one-time relocation assistance payments are based on the size of the rental unit and whether the tenant household consists of elderly and/or disabled persons: (1) $1,500 if the unit is a one or two room studio, (2) $1,750 if the unit is a one-bedroom apartment with a total of three rooms, (3) $2,500 if the unit contains two or more separate bedrooms and (4) $5,000, irrespective of the size of the unit, if the tenant is 62 years of age or older or is disabled within the definition given in Section 50072 of the California Health and Safety Code. Such one-time relocation payments would be capped at $5,000 per rental unit. In lieu of making a relocation payment, the landlord may provide the tenant with a one-time rent credit equal to the amount of the relocation payment owed.

4. Provisions of this Section shall apply to the landlord of a given rental unit at the time the tenant is displaced as well as to any subsequent landlord of the rental unit in question. Prior to the expiration of a notice to a tenant to vacate under 37.9 (a) (8), the landlord must record a form with the County Clerk Recorder's Office, which shall include a notice to

subsequent landlords regarding the obligation to re-rent the unit to tenants that were vacated under Section 37.9 (a) (8).

5. Failure to comply with the requirements of this Section shall make the landlord subject to violations equivalent to wrongful evictions and subject to remedies provided by the Rent Ordinance as well as any other civil remedies which may apply.

**Comments:** 1. Mr. Joe Grubb of the Rent Board advises that the proposed legislation is primarily aimed at minimizing wrongful eviction based on owner-occupancy, as well as minimizing the financial and personal impact on tenants that are displaced under Section 37.9 (a) (8). Mr. Grubb reports that the proposed legislation would only have a minimal impact on the Rent Board's workload and as such, will not have a fiscal impact on the City.

2. Mr. Grubb reports that an Amendment of the Whole of this legislation is being prepared. As of the writing of this report, the Rent Board was uncertain as to when this amendment would be introduced.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

DOCUMENTS DEPT.
FEB 22 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, FEBRUARY 17, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISOR BIERMAN

ABSENT: SUPERVISORS MAHER AND SHELLEY

CLERK: GAIL JOHNSON

1. File 10-94-1. [Encroachment Permit, S.F. Museum of Modern Art] Resolution granting revocable permission to the San Francisco Museum of Modern Art to construct a PG&E underground transformer vault with six (6) heavy duty circular grates and six (6) liftouts and two (2) areaway gratings on Minna Street fronting 151 Third Street (Block 3722, Lot 48) and adopting findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Meeting canceled due to lack of a quorum.

2. File 18-94-3. [Stop Intersection, Washington and Jones Streets] Resolution designating Washington and Jones Streets, southwest corner, stopping eastbound Washington Street traffic, as "Stop" intersection. (Supervisor Alioto)

   ACTION: Meeting canceled due to lack of a quorum.

3. File 124-93-9. [Traffic Regulation] Ordinance amending Traffic Code by amending Sections 11.1 and 11.2, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic. (Department of Parking and Traffic)

   (Consideration continued from 2/3/94)

   ACTION: Meeting canceled due to lack of a quorum.

4. File 161-93-10. [Williams Building] Resolution urging the Redevelopment Agency to ensure the preservation and retention of the Williams Building; accept $6.8 million in FEMA money to seismically upgrade and fully restore the Williams Building; and to demonstrate good faith to the 1984 agreement. (Supervisor Maher)

   (Consideration continued from 2/3/94)

   ACTION: Meeting canceled due to lack of a quorum.

5. File 161-93-10.1. [Williams Building] Resolution urging the Redevelopment Agency to explore all possible uses to ensure the preservation and retention of the Williams Building; accept FEMA money to seismically upgrade the building and to demonstrate good faith to the 1984 agreement. (Supervisors Maher, Bierman)

   (Consideration continued from 2/3/94)

   ACTION: Meeting canceled due to lack of a quorum.

6. File 315-93-1. [City Hall Building Safety] Hearing to consider whether City Hall is structurally sound enough to occupy on a day-to-day basis and to address conflicting opinions regarding the current condition of the building; and to consider the status of relocation of City offices from City Hall during anticipated repairs to the building. (Supervisors Hsieh, Alioto)

   (Consideration continued from 2/3/94)

   ACTION: Meeting canceled due to lack of a quorum.

7. File 267-92-2. Hearing to consider the seismic safety status of 2789 - 25th Street, the Paramedic Division Headquarters. (Supervisor Hsieh)

   ACTION: Meeting canceled due to lack of a quorum.

8. File 97-94-13. [Rent Ordinance] Ordinance amending Administrative Code by amending Section 37.9A to limit payment of relocation assistance to tenants in lower income households. (Residential Rent Stabilization and Arbitration Board)

   ACTION: Meeting canceled due to lack of a quorum.

9. File 109-93-7. [Rent Ordinance] Ordinance amending Administrative Code by amending Section 37.2 to exempt buildings of four (4) or fewer units from the ordinance after it is owner-occupied for twelve (12) continuous months; amending Section 37.9 to create a right of reoccupancy for tenants evicted by owner move-ins; and creating Section 37.9B to establish procedures and rights for reoccupancy of units vacated by the owner occupant. (Supervisors Hsieh, Migden)

   ACTION: Meeting canceled due to lack of a quorum.

SF
590.46
#3
3/3/94

*Public Library, Documents Dept.*
*ATTN: Jane Judson*

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 MARKET STREET, SUITE 1025

SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
MAR 3 1994
SAN FRANCISCO
PUBLIC LIBRARY

March 1, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** March 3, 1994 Housing and Land Use Committee Meeting

Item 2 File 10-94-1

**Department:** Department of Public Works

**Item:** Resolution granting revocable permission to the San Francisco Museum of Modern Art to construct a Pacific Gas and Electric (PG&E) underground transformer vault with six heavy duty circular grates, six liftouts and two areaway gratings on Minna Street, fronting 151 Third Street (Block 3722, Lot 48) and adopting findings pursuant to City Planning Code Section 101.1.

**Description:** The proposed resolution would grant permission to the San Francisco Museum of Modern Art to encroach upon a portion of City property on Minna Street, fronting 151 Third Street. Such encroachment would permit the San Francisco Museum of Modern Art to construct a PG&E underground transformer vault with six heavy duty circular grates, six liftouts and two areaway gratings, in order to bring electricity to the site of the new Museum of Modern Art, currently under construction. The Board of Supervisors may revoke the proposed permission at will. In addition, permission would automatically be terminated if the San Francisco Museum of Modern Art failed to continue insurance protection for the encroachment. The permission would not become effective until the San Francisco Museum of Modern Art has executed a street encroachment agreement and until the Controller has reviewed the San Francisco Museum of Modern Art's insurance policy for the encroachment.

Under the proposed resolution, the San Francisco Museum of Modern Art would, in accordance with State Government Code Section 4216.1, become a member of the Underground Service Alert - Northern California. The purpose of this organization is to alert appropriate agencies (i.e., Pacific Gas and Electric, telephone companies, and the City's Water Department) that excavation is going to occur at a specific site so that these agencies are aware that the excavation is taking place and can go to the site and mark the area if they have any lines, cables, etc., in the immediate area, in order to protect the lines and cables from disruption.

The proposed resolution also provides that the Board of Supervisors would reserve the right to charge the San Francisco Museum of Modern Art a recurring rental fee for the encroachment on public property. In addition, the San Francisco Museum of Modern Art would be responsible for procuring the necessary permits and paying for the necessary permit and inspection fees before starting construction work. The San Francisco Museum of Modern Art would also assume all costs, including maintenance and repairs associated with the encroachment, as well as any removal or relocation expenses. There are to be no costs incurred by the City.

**Comments**:

1. The City Planning Commission has declared that the project intended by the encroachment is consistent with the eight priority policies of City Planning Code Section 101.1.

2. As noted above, the Board of Supervisors would reserve the right to charge the San Francisco Museum of Modern Art a recurring rental fee for the encroachment on City property. According to Ms. Denise Brady, Chief of the Bureau of Street-Use Mapping, no recurring permit or rental fee has yet been established for this type of encroachment. Ms. Brady advises that the DPW has included a provision in the proposed resolution for the Board of Supervisors to reserve the right for the City to charge a recurring permit or rental because the Department believes such a charge has merit.

3. Ms. Brady states that the DPW recognizes that certain policy issues would have to be resolved regarding such a recurring rental fee, since establishing such a fee could potentially effect a wide range of encroachments City-wide, including, certain underground basements. Once the feasibility of such a charge has been established, the policy for charging a recurring rental fee and the mechanism for

implementing the policy would require Board of Supervisors approval.

4. The DPW reports that the Department held a public hearing on November 6, 1992 on the proposed encroachment and no objections were made to the project.

5. DPW advises that the San Francisco Museum of Modern Art has paid the required permit processing fee of $800 to the City. Once the construction costs have been calculated for the proposed project, the San Francisco Museum of Modern Art will also be required to pay an, as yet undetermined, inspection fee which would be based on a percentage of the construction costs.

**Recommendation**: Approve the proposed resolution.

Item 3 - File 10-94-2

| | |
|---|---|
| **Department:** | Department of Public Works |
| **Item:** | Resolution granting revocable permission to the American Conservatory Theatre (A.C.T.) to construct a Pacific Gas and Electric (PG&E) underground transformer vault under the Mason Street Side of the A.C.T.'s Geary Theatre at 333 Mason Street (Block 316, Lot 1A) and adopting findings pursuant to City Planning Code Section 101.1. |

**Description:** The proposed resolution would grant permission to the American Conservatory Theatre to encroach upon a portion of City property under Mason Street. Such encroachment would permit the A.C.T. to construct a PG&E underground transformer vault, in order to bring electricity to the A.C.T.'s Geary Theatre at 333 Mason Street. The Board of Supervisors may revoke the proposed permission at will. In addition, permission would automatically be terminated if the A.C.T. failed to continue insurance protection for the encroachment. The permission would not become effective until the A.C.T. has executed a street encroachment agreement and until the Controller has reviewed the A.C.T.'s insurance policy for the encroachment.

Under the proposed resolution, the A.C.T. would, in accordance with State Government Code Section 4216.1, become a member of the Underground Service Alert - Northern California. The purpose of this organization is to alert appropriate agencies (i.e., Pacific Gas and Electric, telephone companies, and the City's Water Department) that excavation is going to occur at a specific site so that these agencies are aware that the excavation is taking place and can go to the site and mark the area if they have any lines, cables, etc., in the immediate area, in order to protect the lines and cables from disruption.

The proposed resolution also provides that the Board of Supervisors would reserve the right to charge the A.C.T. a recurring rental fee for the encroachment on public property. In addition, the A.C.T. would be responsible for procuring the necessary permits and paying for the necessary permit and inspection fees before starting construction work. The A.C.T. would also assume all costs, including maintenance and repairs associated with the encroachment, as well as any removal or relocation expenses. There are to be no costs incurred by the City.

**Comments:**

1. The City Planning Commission has declared that the project intended by the encroachment is consistent with the eight priority policies of City Planning Code Section 101.1.

2. As noted above, the Board of Supervisors would reserve the right to charge the A.C.T. a recurring rental fee for the encroachment on City property. According to Ms. Denise Brady, Chief of the Bureau of Street-Use Mapping, no recurring permit or rental fee has yet been established for this type of encroachment. Ms. Brady advises that the DPW has included a provision in the proposed resolution for the Board of Supervisors to reserve the right for the City to charge a recurring permit or rental because the Department believes such a charge has merit.

3. Ms. Brady states that the DPW recognizes that certain policy issues would have to be resolved regarding such a recurring rental fee, since establishing such a fee could potentially effect a wide range of encroachments City-wide, including, certain underground basements. Once the feasibility of such a charge has been established, the policy for charging a recurring rental fee and the mechanism for implementing the policy would require Board of Supervisors approval.

4. According to Mr. Amir Kazami of the DPW, the Department held a public hearing on November 20, 1992 on the proposed encroachment and no objections were made to the project. Mr. Kazami reports that the reason why it has taken so long for the proposed encroachment permit to come before the Board of Supervisors is that the A.C.T. delayed filling out the necessary supplemental paperwork regarding the proposed encroachment permit until January, 1994. Mr. Kazami advises that it is often the case in situations of significant building upgrades involving complicated financing and/or architectural revisions that the supplemental paperwork regarding an encroachment permit might be delayed pending resolution of these matters.

5. Ms. Brady advises that the A.C.T. has paid the required permit processing fee of $800 to the City. Once the construction costs have been calculated for the proposed project, the A.C.T. will also be required to pay an, as yet undetermined, inspection fee which would be based on a percentage of the construction costs.

**Recommendation:** Approve the proposed resolution.

BOARD OF SUPERVISORS
BUDGET ANALYST

Item 6 - File 124-93-9

**Note:** This item was continued from the February 3, 1994 Housing and Land Use Committee meeting.

**Department:** Police Department
Department of Parking and Traffic (DPT)

**Item:** Ordinance amending Sections 11.1 and 11.2 of the Traffic Code, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic.

**Description:** According to the proposed ordinance, the Director of the Department of Parking and Traffic (rather than the Chief of Police) would be authorized to issue vehicle press cards.

According to Ms. Lisbet Engberg of the DPT, a vehicle press card is an identification card issued to news media organizations, including newspapers, radio and television stations, for purposes of permitting the employees of such organizations to park their vehicles at parking meters (free of charge), in order to provide coverage of news events.

**Comments:** 1. According to Ms. Engberg, the transferring of authority for the issuance of vehicle press cards from the Chief of Police to the Director of the DPT, is consistent with the Charter Amendment that established the DPT in July of 1990.

2. Ms. Engberg advises that any costs associated with the issuance of vehicle press cards will be absorbed by existing DPT resources. Ms. Engberg also advises that there is no charge levied against members of the press for vehicle press cards.

3. Ms. Engberg advises that data is not readily available to accurately estimate the amount of unrealized revenues from parking meters as a result of the issuance of vehicle press cards. However, there are over 900 outstanding vehicle press cards, according to Ms. Engberg.

**Recommendation:** Consistent with the previously approved Charter Amendment, approve the proposed ordinance.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#2
3/3/94

PUBLIC LIBRARY (2)
DOCUMENTS DIVISION
CIVIC CENTER

# CALENDAR

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, MARCH 3, 1994 – 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

CLERK: GAIL JOHNSON

DOCUMENTS DEP
MAR [illegible]
SAN FRANCISCO
PUBLIC LIBRARY

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18-94-4. [Stop Intersections, Various Location] Hearing recommending establishment of stop signs, various locations. (DPT Order No. 563) (Department of Parking and Traffic)

Stop Signs – Establish

Collins Street and Mayfair Drive, southeast corner, stopping Collins Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Mayfair Drive and Laurel Street, southwest corner, stopping Mayfair Drive traffic (presently uncontrolled).

Los Palmos Drive and Foerster Street, southwest and northeast corners, stopping Los Palmos Drive traffic (presently uncontrolled).

Burlwood Drive and Los Palmos Drive, northeast corner, stopping Burlwood Drive traffic (presently uncontrolled, stopping the stem of this T-intersection).

Kirkwood Avenue and Mendell Street, northwest and southeast corners, stopping Mendell Street traffic (makes this an all-way stop).

Alabama and Twenty-First Streets, northeast and southwest corners, stopping Twenty-First Street traffic (makes this an all-way stop).

(b) File 19-94-3. [Parking Regulations, Various Locations] Hearing recommending establishment and extension of parking regulations, various streets. (DPT Order No. 388) (Department of Parking and Traffic)

Tow-Away, No Parking Anytime - Establish
Harlow Street, between Sixteenth Street and south terminus, including dead-end portion (replaces existing "No Parking Anytime" regulations and existing red zone).

Perpendicular (90-Degree Angle) Parking - Establish
Noriega Street, south side, between Forty-Seventh and Forty-Eighth Avenues (replaces parallel and 45-degree angle parking, adds ten parking spaces).

Parking Meter Area No. 3 (Two-Hour Parking Time Limit, 7 a.m. - 6 p.m., Monday Through Saturday) - Extend
Eleventh Street, both sides, between Howard and Harrison Streets.
Otis Street, both sides, between McCoppin and Thirteenth Streets.

(c) File 20-94-3. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. (DPT Order No. 563) (Department of Parking and Traffic)

Tow-Away, No Stopping Anytime - Establish
Grace Street, east side, from 25 feet to 137 feet north of Howard Street (112-foot zone, deletes five parking spaces; 25-foot blue zone to remain). This regulation is needed for truck access.

Tow-Away, No Stopping 9 p.m. Friday - 4 a.m. Saturday, and 9 p.m. Saturday - 4 a.m. Sunday - Rescind
Broadway, both sides, between Sansome Street and Powell Street.

Right Turn Only - Establish
Watson Place, northbound, at Ocean Avenue.

No U-Turn - Establish
Kezar Drive, eastbound, at Lincoln Way.

No Turns - Establish
Kezar Drive, westbound, at Lincoln Way.

(d) File 40-94-3. [Residential Parking Area "G", Pacific Heights] Resolution extending the boundaries of Residential Permit Parking Area "G" in the Pacific Heights Area and adding Lyon Street, between Post Street and Geary Boulevard, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(e) File 40-94-4. [Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market Area and adding Grace Street, from Mission Street to 137 feet north of Howard Street, east side, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION: Items (b) and (c) removed from the Consent Calendar. Remainder of Consent Calendar Recommended.

a. File 18-94-4. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

b. File 19-94-3. Hearing held. Question divided. Question on parking regulations on Eleventh and Otis Streets severed and considered separately under File 19-94-3.1. Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting parking regulations at various locations." Recommended.

File 19-94-3.1. Question of "Recommending extension of parking regulations on Eleventh and Otis Streets" severed from File 19-94-3. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Extending parking regulations on Eleventh and Otis Streets." Recommended. (Supervisor Maher Dissenting)

c. File 20-94-3. Hearing held. Question divided. Question on traffic regulation on Grace Street severed and considered separately under File 20-94-3.1. Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets." Recommended.

File 20-94-3.1. Question of "Recommending establishment of traffic regulations on Grace Street" severed from File 20-94-3. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting traffic regulation on Grace Street." Recommended. (Supervisor Maher Dissenting)

d. File 40-94-3. Recommended.

e. File 40-94-4. Recommended.

## REGULAR CALENDAR

2. File 10-94-1. [Encroachment Permit, S.F. Museum of Modern Art] Resolution granting revocable permission to the San Francisco Museum of Modern Art to construct a PG&E underground transformer vault with six (6) heavy duty circular grates and six (6) liftouts and two (2) areaway gratings on Minna Street fronting 151 Third Street (Block 3722, Lot 48) and adopting findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Hearing held. Recommended.

3. File 10-94-2. [Encroachment Permit at 333 Mason Street] Resolution granting revocable permission to American Conservatory Theatre to install a PG&E transformer vault under the Mason Street side of A.C.T. Geary Theatre at 333 Mason Street (Block 316, Lot 1A) and adopting findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Hearing held. Recommended.

4. File 18-94-3. [Stop Intersection, Washington and Jones Streets] Resolution designating Washington and Jones Streets, southwest corner, stopping eastbound Washington Street traffic, as "Stop" intersection. (Supervisor Alioto)

   ACTION: Hearing held. Amended by adding the following at the end of line 1: "and requiring a report from the Municipal Railway regarding the impact of installing the stop sign approved by this resolution." Further amended by adding the following Further Resolved clause:

   "FURTHER RESOLVED, That the General Manager of the Municipal Railway shall file a written report with the Board of Supervisors ninety days after the stop sign approved by this resolution is installed. The written report should explain to the Board of Supervisors all reported accidents that occur at the Washington and Jones intersection during the 90-day period, and shall further advise the Board of any adverse impacts to the public safety or the operation of cable cars at the intersection that may be caused by the presence of this stop sign."

   Recommended as amended. New title: "[Stop Intersection, Washington and Jones Streets] Designating Washington and Jones Streets, southwest corner, stopping eastbound Washington Street traffic, as 'stop' intersection, and requiring a report from the Municipal Railway regarding the impact of installing the stop sign approved by this resolution." Recommended as amended.

5. File 36-94-1. [Zoning Map Amendment, 1800-1802 - 8th Avenue] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located southeast of the intersection of Noriega Street and Eighth Avenue, a portion of Lot 1, Assessor's Block 2044 from a "P-OS" (Public Use-Open Space Height) District to an "RH-2, 40-X" (House, Two Family-40 Foot Height) District; and adopting findings pursuant to Section 101.1 of the Planning Code. (Department of City Planning)

(Approved by City Planning Commission Resolution No. 13634)
(General Rule Exclusion from Environmental Impact Review)

ACTION: Hearing held. Amended on page 1, at the end of line 7, by adding "this approval is contingent upon the sale of the open-space property with an approved reservation of an open-space easement.". Further amended on page 2, by adding the following at the end of line 12: "The changes adopted by this ordinance are contingent upon a recorded sale of the open-space land referred to in this ordinance to the owner with an enforceable reservation of an open-space easement approved by the City Attorney, the Director of Planning, and the Director of Property."

Recommended as amended. New title: "[Zoning Map Amendment, 1800-1802 - 8th Avenue] Adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located southeast of the intersection of Noriega Street and Eighth Avenue, a portion of Lot 1, Assessor's Block 2044 from a "P-OS" (Public Use-Open Space Height) District to an "RH-2, 40-X" (House, Two Family-40 Foot Height) District; and adopting findings pursuant to Section 101.1 of the Planning Code; this approval is contingent upon the sale of the open-space property with an approved reservation of an open-space easement."

6. File 124-93-9. [Traffic Regulation] Ordinance amending Traffic Code by amending Sections 11.1 and 11.2, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic. (Department of Parking and Traffic)

ACTION: Hearing held. Tabled.

SF
S 90.46
#1
3/3/94
revised

PUBLIC LIBRARY (2)
DOCUMENTS DIVISION
CIVIC CENTER

REVISED
SEE ITEM 4

DOCUMENTS DEPT.
MAR 11 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## REGULAR MEETING OF HOUSING AND LAND USE COMMITTEE BOARD OF SUPERVISORS CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, MARCH 3, 1994 – 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18-94-4. [Stop Intersections, Various Location] Hearing recommending establishment of stop signs, various locations. (DPT Order No. 563) (Department of Parking and Traffic)

Stop Signs – Establish

Collins Street and Mayfair Drive, southeast corner, stopping Collins Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Mayfair Drive and Laurel Street, southwest corner, stopping Mayfair Drive traffic (presently uncontrolled).

Los Palmos Drive and Foerster Street, southwest and northeast corners, stopping Los Palmos Drive traffic (presently uncontrolled).

Burlwood Drive and Los Palmos Drive, northeast corner, stopping Burlwood Drive traffic (presently uncontrolled, stopping the stem of this T-intersection).

Kirkwood Avenue and Mendell Street, northwest and southeast corners, stopping Mendell Street traffic (makes this an all-way stop).

Alabama and Twenty-First Streets, northeast and southwest corners, stopping Twenty-First Street traffic (makes this an all-way stop).

(b) File 19-94-3. [Parking Regulations, Various Locations] Hearing recommending establishment and extension of parking regulations, various streets. (DPT Order No. 388) (Department of Parking and Traffic)

Tow-Away, No Parking Anytime - Establish
Harlow Street, between Sixteenth Street and south terminus, including dead-end portion (replaces existing "No Parking Anytime" regulations and existing red zone).

Perpendicular (90-Degree Angle) Parking - Establish
Noriega Street, south side, between Forty-Seventh and Forty-Eighth Avenues (replaces parallel and 45-degree angle parking, adds ten parking spaces).

Parking Meter Area No. 3 (Two-Hour Parking Time Limit, 7 a.m. - 6 p.m., Monday Through Saturday) - Extend
Eleventh Street, both sides, between Howard and Harrison Streets.
Otis Street, both sides, between McCoppin and Thirteenth Streets.

(c) File 20-94-3. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. (DPT Order No. 563) (Department of Parking and Traffic)

Tow-Away, No Stopping Anytime - Establish
Grace Street, east side, from 25 feet to 137 feet north of Howard Street (112-foot zone, deletes five parking spaces; 25-foot blue zone to remain). This regulation is needed for truck access.

Tow-Away, No Stopping 9 p.m. Friday - 4 a.m. Saturday, and 9 p.m. Saturday - 4 a.m. Sunday - Rescind
Broadway, both sides, between Sansome Street and Powell Street.

Right Turn Only - Establish
Watson Place, northbound, at Ocean Avenue.

No U-Turn - Establish
Kezar Drive, eastbound, at Lincoln Way.

No Turns - Establish
Kezar Drive, westbound, at Lincoln Way.

(d) File 40-94-3. [Residential Parking Area "G", Pacific Heights] Resolution extending the boundaries of Residential Permit Parking Area "G" in the Pacific Heights Area and adding Lyon Street, between Post Street and Geary Boulevard, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(e) File 40-94-4. [Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market Area and adding Grace Street, from Mission Street to 137 feet north of Howard Street, east side, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION: Items (b) and (c) removed from the Consent Calendar. Remainder of Consent Calendar Recommended.

a. File 18-94-4. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

b. File 19-94-3. Hearing held. Question divided. Question on parking regulations on Eleventh and Otis Streets severed and considered separately under File 19-94-3.1. Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting parking regulations at various locations." Recommended.

File 19-94-3.1. Question of "Recommending extension of parking regulations on Eleventh and Otis Streets" severed from File 19-94-3. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting parking regulations on Eleventh and Otis Streets." Recommended. (Supervisor Maher Dissenting)

c. File 20-94-3. Hearing held. Question divided. Question on traffic regulation on Grace Street severed and considered separately under File 20-94-3.1. Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets." Recommended.

File 20-94-3.1. Question of "Recommending establishment of traffic regulations on Grace Street" severed from File 20-94-3. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting traffic regulation on Grace Street." Recommended. (Supervisor Maher Dissenting)

d. File 40-94-3. Recommended.

e. File 40-94-4. Recommended.

## REGULAR CALENDAR

2. File 10-94-1. [Encroachment Permit, S.F. Museum of Modern Art] Resolution granting revocable permission to the San Francisco Museum of Modern Art to construct a PG&E underground transformer vault with six (6) heavy duty circular grates and six (6) liftouts and two (2) areaway gratings on Minna Street fronting 151 Third Street (Block 3722, Lot 48) and adopting findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Hearing held. Recommended.

3. File 10-94-2. [Encroachment Permit at 333 Mason Street] Resolution granting revocable permission to American Conservatory Theatre to install a PG&E transformer vault under the Mason Street side of A.C.T. Geary Theatre at 333 Mason Street (Block 316, Lot 1A) and adopting findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Hearing held. Recommended.

4. File 18-94-3. [Stop Intersection, Washington and Jones Streets] Resolution designating Washington and Jones Streets, southwest corner, stopping eastbound Washington Street traffic, as "Stop" intersection. (Supervisor Alioto)

   ACTION: Hearing held. Amendment of the Whole prepared in Committee. Recommended as amended. New title: "[Stop Intersection, Washington and Jones Streets] Designating Washington and Jones Streets, southwest corner, stopping eastbound Washington Street traffic, as 'stop' intersection, and requiring a report from the Municipal Railway regarding the impact of installing the stop sign approved by this resolution."

5. File 36-94-1. [Zoning Map Amendment, 1800-1802 – 8th Avenue] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located southeast of the intersection of Noriega Street and Eighth Avenue, a portion of Lot 1, Assessor's Block 2044 from a "P-OS" (Public Use-Open Space Height) District to an "RH-2, 40-X" (House, Two Family-40 Foot Height) District; and adopting findings pursuant to Section 101.1 of the Planning Code. (Department of City Planning)

   (Approved by City Planning Commission Resolution No. 13634)
   (General Rule Exclusion from Environmental Impact Review)

   ACTION: Hearing held. Amended on page 1, at the end of line 7, by adding "this approval is contingent upon the sale of the open-space property with an approved reservation of an open-space easement.". Further amended on page 2, by adding the following at the end of line 12: "The changes adopted by this ordinance are contingent upon a recorded sale of the open-space land referred to in this ordinance to the owner with an enforceable reservation of an open-space easement approved by the City Attorney, the Director of Planning, and the Director of Property."

Recommended as amended. New title: "[Zoning Map Amendment, 1800-1802 – 8th Avenue] Adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located southeast of the intersection of Noriega Street and Eighth Avenue, a portion of Lot 1, Assessor's Block 2044 from a "P-OS" (Public Use-Open Space Height) District to an "RH-2, 40-X" (House, Two Family-40 Foot Height) District; and adopting findings pursuant to Section 101.1 of the Planning Code; this approval is contingent upon the sale of the open-space property with an approved reservation of an open-space easement."

6. File 124-93-9. [Traffic Regulation] Ordinance amending Traffic Code by amending Sections 11.1 and 11.2, to transfer authority for issuance of vehicle press cards from the Chief of Police to the Director of the Department of Parking and Traffic. (Department of Parking and Traffic)

ACTION: Hearing held. Tabled.

SF
90.46
#1
/17/94
DOCUMENT
MAR 21 1994
SAN FRANC
PUBLIC LIB

# CALENDAR

## MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, MARCH 17, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND SHELLEY

ABSENT: SUPERVISOR MAHER

CLERK: GAIL JOHNSON

1. File 75-93-3. [Via Ferlinghetti, Rename Price Row To] Resolution renaming Price Row to Via Ferlinghetti to honor Lawrence Ferlinghetti's continuing contribution to the cultural fabric of San Francisco through his literary sanctuary, City Lights Bookstore. (Supervisors Alioto, Kennedy, Maher, Hsieh, Kaufman, Hallinan, Bierman, Conroy)

   ACTION: Hearing held. Recommended. Supervisor Shelley added as a co-sponsor. (To Board as a Committee Report for consideration on Monday, March 21, 1994.)

2. File 124-94-1. [Traffic and Temporary Parking Restrictions] Ordinance amending Traffic Code by amending Section 33 to permit traffic diversion and temporary parking prohibitions or restrictions in case of film or video production activities. (Supervisor Alioto)

   ACTION: Hearing held. Recommended.

3. File 34-94-1. [Regulating the Width of Sidewalks] Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" by adding thereto Section 1515 changing the official width of sidewalk on the easterly side of Spear Street between Mission and Market Streets as shown on the Department of Public Works Map Numbered Q-20-417 and making findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Hearing held. Recommended.

4. File 315-93-1. [City Hall Building Safety] Hearing to consider whether City Hall is structurally sound enough to occupy on a day-to-day basis and to address conflicting opinions regarding the current condition of the building; and to consider the status of relocation of City offices from City Hall during anticipated repairs to the building. (Supervisors Hsieh, Alioto)

   ACTION: Hearing held. Filed.

5. File 200-94-1. [Safety of Temporary Location of City Offices] Hearing to consider the safety of temporary locations for the City's offices, including, but not limited to the temporary location of City Hall. (Supervisor Hsieh)

ACTION: Hearing held. Filed.

6. File 114-94-2. [City-owned Leased Buildings] Hearing to consider amending Building Code to require all buildings which are acquired or leased by the City to be in compliance with Section 104(f) of the Building Code. (Supervisor Hsieh)

ACTION: Hearing held. Continued to the Call of the Chair.

## ADDENDUM

7. File 115-93-9. [Castro Street Neighborhood Commercial District] Ordinance amending City Planning Code by amending Section 715.43 to amend the Castro Street Neighborhood Commercial District Zoning Control Table and to add text to the end of the table to allow for large fast food restaurant as a conditional use; adopting findings pursuant to City Planning Code Section 101.1. (Supervisors Hallinan, Migden, Bierman, Alioto, Kaufman, Leal, Maher, Shelley)

(Approved by City Planning Commission Resolution No. 13653)
(General Rule Exclusion from Environmental Impact Review)

ACTION: Hearing held. Recommended. (To Board as a Committee Report for consideration on Monday, March 21, 1994.)

*Public Library, Documents Dept.*
*Attn: Jane Hudson*

46

54

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
APR - 7 1994
SAN FRANCISCO
PUBLIC LIBRARY

April 5, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** April 7, 1994 Housing and Land Use Committee Meeting

Item 3 - File 65-94-7

**Department:** Real Estate Department

**Item:** Ordinance authorizing the Cirque Du Soleil to use City-owned property; adopting findings pursuant to City Planning Code Section 101.1.

**Location:** South of King Street, between Fourth and Fifth Streets

**Purpose of Permit:** Cirque du Soleil would utilize the space to conduct circus performances between June 13, 1994, and August 19, 1994.

**No. of Sq. Ft.:** Approximately 68,063 sq. ft. of vacant land

**Permit Fee Payable to City:** $5,238, or approximately $0.07696 per square foot

**Term of Permit:** June 13, 1994 to August 19, 1994

**Description:** The City-owned land south of King Street, between Fourth and Fifth Streets, is currently unoccupied. Les Productions Du Cirque Du Soleil, a Canadian corporation, recently approached the City to request a permit to use the property in order to perform circus productions this coming summer. In accordance with the recommendation of the Director of Public Works and the Director of Property, the proposed ordinance would permit the City to enter into a Revocable Permit To Enter and Use Property.

The Revocable Permit to Enter and Use Property would allow Cirque Du Soleil to enter and use the City-owned property for the sole purpose of conducting circus performances. The rights granted to Cirque Du Soleil would be temporary, non-exclusive and non-possessory and would commence on June 13, 1994 and expire on August 19, 1994. The permit could be revoked at any time by the City if Cirque Du Soleil did not comply with the terms and conditions of the permit and did not cure such non-compliance within ten days after notice by the City.

**Comments**:

1. Cirque Du Soleil is also paying $10,000 to the Catellus Development Corporation, which owns the approximately 129,937 square feet adjacent to the City-owned property, to also use the Catellus property for this summer's circus productions. Cirque Du Soleil is paying the Catellus Development Corporation at the same rate (approximately $0.07696 per square foot) that it is paying the City for the use of City-owned property.

2. In 1992, the City issued Cirque Du Soleil a Revocable Permit To Enter and Use Property for the same location at King Street between Fourth and Fifth Streets in order to conduct circus performances. At that time, the City received $12,300, or $7,062 (135 percent) more than the $5,238 which the City would receive this year from Cirque Du Soleil for the use of the property. The City would receive a lower permit fee this year because Cirque Du Soleil was able to negotiate a lower rate for the Catellus Development Corporation's property this year than in 1992 ($0.18071 per square foot in 1992 versus $.07696 per square foot in 1994). According to Mr. Larry Ritter of the Real Estate Department, since there is no current market data to support a higher rate for such use of the property over such a short term, the Real Estate Department has agreed to receive the same rate per square foot that Catellus is receiving, thereby reducing the Cirque Du Soleil's permit fee for the City-owned property from $12,300 to $5,238.

3. The Department of City Planning has determined that the proposed use is in conformity with the Master Plan and is consistent with the eight priority policies of Planning Code Section 101.1.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#3
3/17/94

*Public Libraru, Documents Dept.*
*Attn: Jane Hudson*

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
MAR [illegible]
SAN FRANCISCO
PUBLIC LIBRARY

March 15, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** March 17, 1994 Housing and Land Use Committee Meeting

Item 2 - File 124-94-1

**Department:** Film and Video Arts Commission.
Police Department.
Department of Parking and Traffic (DPT).

**Item:** Ordinance amending Section 33 of the Traffic Code to permit traffic diversion and to temporarily prohibit and restrict street parking for film and video productions.

**Description:** Section 33(a) of the Traffic Code currently allows the Police Department to divert traffic from any street or area when it is necessary or advisable by "any parade, public assemblage, traffic congestion, conflagration, collapse of building, obstruction on or damage to any street or any other emergency."

In addition, Section 33(b) of the Traffic Code currently allows the Police Department or the Department of Parking and Traffic to temporarily prohibit or restrict automobile parking on any street in case of "parades, public assemblages, collapse of building, conflagration, obstruction on or damages to any street, or when otherwise necessary . . . provided appropriate signs are erected giving notice of such prohibition or restriction."

The proposed ordinance would add "film or video production" to the list of conditions contained in the above two subsections of the Code.

**Comments:** According to Ms. Robin Eickman of the Film and Video Arts Commission, San Francisco is the site of hundreds of film and video productions every year. As part of this activity, production companies request that the Police Department allow these companies to post temporary parking restrictions so that there will be adequate space for filming and production equipment. In addition, the production companies occasionally request that the Police Department divert traffic. The Department of Parking and Traffic maintains a log of the approved requests and is involved in any enforcement, if necessary.

Ms. Eickman, Lt. Dennis Schardt of the Police Department, and Ms. Lisbet Engberg of DPT report that the proposed ordinance would simply formalize how the Police Department and DPT have been dealing with film and video production for many years. Currently the Traffic Code does not specifically address issues pertaining to film and video production companies and this proposed legislation would simply formalize the procedures which are already in place.

**Recommendation:** Approve the proposed ordinance.

Item 4 - File - 315-93-1

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of February 3, 1994.

1. This item is a hearing to consider whether City Hall is structurally sound enough to occupy on a day-to-day basis, to address conflicting opinions regarding the current condition of the building and to consider the status of relocating City offices from City Hall during the anticipated repairs to the building.

2. In 1990, San Francisco voters approved an Earthquake Safety Bond issue to provide funds for seismic upgrades to various City-owned buildings, including City Hall. The Department of Public Works (DPW) retained a structural engineering firm, Forell/Elsesser Engineers, to make recommendations regarding seismic upgrades to City Hall and to design the seismic strengthening of City Hall. According to Mr. Tony Irons of the DPW, it is the opinion of Forell/Elsesser Engineers that City Hall could withstand another earthquake of the same magnitude of the 1989 Loma Prieta earthquake. However, another earthquake of that magnitude would cause significant damage to City Hall. Thus, DPW believes that while City Hall needs to be seismically upgraded, it is structurally sound enough to occupy on a day-to-day basis. DPW estimates that it will cost $181 million to seismically upgrade City Hall and $37 million to relocate City Hall departments. Monies were included in the 1990 Earthquake Safety Bond issuance to fund these activities.

3. Mr. Larry Litchfield, the City's previous Superintendent of Building Inspection, wrote a memorandum in December of 1993 to the Director of Public Works expressing concern about the continued occupancy of City Hall. In that memo Mr. Litchfield advised that, based on his observations and opinion, City Hall would not withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake. As a result, Mr. Litchfield advised that City Hall be vacated as soon as possible. However, according to Mr. Irons, Mr. Litchfield is not a structural engineer and does not possess the same knowledge of the structural condition of City Hall as Forell/Elsesser Engineers.

4. Although City Hall can withstand another earthquake of the magnitude of the 1989 Loma Prieta earthquake, Mr. Irons reports that to complete seismic improvements to City Hall, City Hall will need to be vacated. Evacuation will require finding suitable office space to which each department that currently resides in City Hall could be relocated. DPW, in conjunction with the Department of Real Estate and the CAO's Office, has identified such space for relocation of these City Hall-based departments. Resolutions authorizing two leases and a Memorandum of Understanding (MOU) to relocate City Hall-based departments to three separate locations are currently pending before the Board of Supervisors (Files 93-94-6, 64-94-3 and 64-94-4).

Items 5 and 6 Files 200-94-1 and 114-94-2

**Items:**

Item 5, File 200-94-1 - This item is a hearing to consider the safety of temporary locations for the City's offices, including, but not limited, to the temporary location of City Hall.

Item 6, File 114-94-2 - This item is a hearing to consider amending the Building Code to require all buildings which are acquired or leased by the City to be in compliance with Section 104 (f) of the Building Code.

**Description:**

Mr. Tony DeLucchi, Director of Property, advises that it is the Real Estate Department's standard policy, with respect to new leases and lease renewals, not to lease any unreinforced masonry buildings. According to Mr. DeLucchi, of the approximately 140 leases which are currently active, he believes only two leases involve buildings which are constructed of unreinforced masonry. Mr. DeLucchi states that the Real Estate Department also endeavors not to rent buildings which contain toxins or air-borne asbestos. Additionally, according to Mr. DeLucchi, the Real Estate Department endeavors to place City employees only in buildings which meet the code requirements of the Americans with Disabilities Act (ADA). Mr. DeLucchi further states that all landlords are required by law to inform any potential lessee of possible safety hazards regarding the building in question. Mr. DeLucchi notes that the Real Estate Department currently has a procedure in place whereby staff of the Bureau of Architecture investigate what needs to be done to meet ADA requirements at building sites which are being considered for occupancy by City departments.

Section 104(f) of the Building Code involves regulations regarding lateral force design requirements for existing buildings. Such design requirements pertain to the structural capability of a building to withstand forces such as, wind, earthquakes or earth pressure. Section 104 (f) stipulates that whenever other provisions of the Building Code require compliance with this Section, the lateral force provisions of Section 2303 (b) of the Building Code shall apply to the entire building or structure, except as otherwise provided for in the Building Code. Section 2303(b) provides, in part, for the following regulations regarding building design methods as they pertain to lateral force requirements: (1) every building shall be designed to resist the overturning effects caused by lateral forces and (2) the proper connection of the roof to the walls and columns of the building and the connection of the walls and columns to the foundation of the building must be provided to resist the uplift and sliding forces which result from the application of lateral forces.

**Comments:**

1. Mr. Dot Yee, acting Superintendent of the Bureau of Building Inspection (BBI) advises that the BBI currently works in conjunction with the Real Estate Department and the Bureau of Architecture to determine that any building which is to be occupied by City departments meets Building Code safety standards. As such, according to Mr. Yee, amending the Building Code to require all buildings which are acquired or leased by the City to be in compliance with Section 104(f), would not add to the workload of the BBI or result in any increased costs to the BBI.

2. Ms. Judy Boyajian of the City Attorney's Office advises that instead of amending Section 104(f) of the Building Code it may be more appropriate to amend the section of the Administrative Code which provides for the City's leasing of space.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

F
90.46
#2
4/7/94

Action Taken

# CALENDAR

DOCUMENTS DEPT.
APR 12 1994
SAN FRANCISCO
PUBLIC LIBRARY

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, APRIL 7, 1994 – 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND SHELLEY

ABSENT: SUPERVISOR MAHER

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 20-94-6. [Traffic Regulations, No Right Turn on Red] Hearing recommending establishment of "No Right Turn on Red", various locations. (DPT Order No. 578) (Department of Parking and Traffic)

   No Right Turn on Red – Establish
   Geary Boulevard, eastbound, at Masonic Avenue;
   Geary Expressway, westbound, at Masonic Avenue;
   Masonic Avenue, both directions, at Geary Boulevard;
   Geary Expressway, eastbound, at Gough Street;
   Market Street, both directions, at Van Ness Avenue;
   Van Ness Avenue, southbound, at Market Street;
   Geneva Avenue, both directions, at Mission Street;
   Mission Street, northbound, at Geneva Avenue;
   Market Street, both directions, at Church Street;
   Church Street, northbound, at Market Street;
   Church Street, southbound, at Fourteenth Street;
   Fourteenth Street, eastbound, at Church Street;
   Fourteenth Street, westbound, at Market Street;
   Sixteenth Street, both directions, at Mission Street;
   Mission Street, both directions, at Sixteenth Street;
   Market Street, eastbound, at Castro Street;
   Castro Street, both directions, at Seventeenth Street;
   Market Street, both directions, at Fifth Street;
   Third Street, both directions, at Palou Avenue;
   Palou Avenue, eastbound, at Third Street;
   Palou Avenue, westbound, at Mendell Street;
   Columbus Avenue, northbound, at Broadway;
   Broadway, westbound, at Columbus Avenue;
   Grant Avenue, southbound, at Broadway;
   Holloway Avenue, eastbound, at Nineteenth Avenue.

(b) File 40-94-5. [Residential Parking Area "H", Lakeside Area] Resolution extending the boundaries of Residential Permit Parking Area "H" in the Lakeside Area and adding Monticello Street, between Garfield and Shields Streets, both sides, and Shields Street, between Garfield and Monticello Streets, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(c) File 40-94-6. [Residential Parking Area "N", North Inner Richmond] Resolution extending the boundaries of Residential Permit Parking Area "N" in the North Inner Richmond Area and adding Fifteenth Avenue, between California and Clement Streets, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION: Item (a) removed from Consent Calendar. Remainder of the Consent Calendar recommended.

a. File 20-94-6. Hearing held. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations, No Right Turn on Red] Enacting 'No Right Turn on Red' traffic regulations on various streets." Recommended.

b. File 40-94-5. Recommended.

c. File 40-94-6. Recommended.

## REGULAR CALENDAR

2. File 52-94-1. [Underground District No. 310, Presidio Heights] Ordinance amending Ordinance No. 220-79 to redefine District No. 310 in the Presidio Heights area by adding certain property thereto and to eliminate the stages specified therein. (Department of Public Works)

ACTION: Hearing held. Recommended.

3. File 65-94-7. [Permit to Use Property, "Circus" Cirque Du Soleil] Ordinance authorizing the Cirque Du Soleil to use City-owned property (South of King Street, between Fourth and Fifth Streets); and to adopt findings pursuant to City Planning Code Section 101.1. (Real Estate Department)

ACTION: Hearing held. Recommended.

.46
1-94

*Public Library, Documents Dept.*
*ATTN: Jane Judson*

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 · TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
APR 21 1994
SAN FRANCISCO
PUBLIC LIBRARY

April 20, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst Recommendations.

**SUBJECT:** April 21, 1994 Housing and Land Use Committee Meeting

Item 4 - File 207-94-6

**Departments:** Police Department
Department of Parking and Traffic

**Item:** Hearing to consider the issuance of vehicle press cards (also known as vehicle press passes) by the San Francisco Police Department.

**Description:** Section 11.2 of the San Francisco Traffic Code governs the issuance of vehicle press cards by the Police Department to members of the media. This Section states that vehicle press cards shall be issued to a newspaper, radio or television station upon application by the owner thereof or by a person designated by the owner. In addition, this Section states that for a news-gathering vehicle to be exempt from certain provisions of the Traffic Code, such as the requirement to pay for metered parking, the operator of the news-gathering vehicle must actually be engaged in the gathering or photographing of a news event for a period of time not greater than two hours or the actual duration of the news event, whichever is greater.

Officer Dave Ambrose of the Police Department reports that, in accordance with the City's Traffic Code, the Police Department has, for many years, issued vehicle press cards, which expire annually on December 31. According to Officer Ambrose, approximately 1,000 vehicle press cards are issued every year. However, Officer Ambrose reports that the Police Department discontinued issuing vehicle press cards in the fall of 1993 and as such, any and all vehicle press cards currently in circulation have expired as of December 31, 1993. Officer Ambrose reports that the Police Department took this action due to a letter written last year by the City Attorney's Office to the Director of the Department of Parking and Traffic regarding whether the State Vehicle Code expressly authorizes vehicle press cards (see Comment No. 2 below).

In addition, Officer Ambrose reports that the Department of Parking and Traffic (DPT) proposed an ordinance (File 124-93-9) in the fall of 1993 that would transfer the responsibility for the issuance of vehicle press cards from the Police Department to DPT. According to Ms. Lisbet Engberg of DPT, DPT proposed this ordinance since DPT is responsible for the enforcement of the San Francisco Traffic Code and the adjudication of all traffic citations issued. Officer Ambrose of the Police Department reports that the Police Department supported DPT's proposed ordinance. However, the Housing and Land Use Committee tabled the proposed ordinance at its meeting on March 3, 1994.

**Comments:**

1. According to Ms. Engberg, DPT is currently not ticketing news-gathering vehicles that display vehicle press cards that have expiration dates of December 31, 1993 unless there is another violation that warrants such ticketing. Ms. Engberg reports that last year, DPT, as the enforcement agency for the San Francisco Traffic Code, informed existing holders of vehicle press cards that DPT would honor vehicle press cards with expiration dates of December 31, 1993 but that DPT would begin more rigorous enforcement of parking time limits for news-gathering vehicles.

2. According to Mr. Lawrence Wayte of the City Attorney's Office, vehicle press cards are not specifically authorized under the State Vehicle Code and there is therefore some concern that San Francisco's issuance of vehicle press cards would be preempted by State law. However, Mr. Wayte advises that it has not been determined that it is illegal for the City to issue vehicle press cards and that only a State court can make the ultimate determination of whether the City's existing provision under the City's Traffic Code is preempted by the State Vehicle Code. Mr. Wayte reports that to date, there have been no court decisions interpreting the validity of vehicle press cards. However, Mr. Wayte also advises that if a State court were to rule that San Francisco's vehicle press card ordinance was preempted by State law, and as such, San Francisco's ordinance was unenforceable, then the City would no longer have the authority to exempt vehicles with vehicle press cards from parking regulations and the City might, at that point, want to consider urging the State

Legislature to amend the State Vehicle Code to authorize the issuance of vehicle press cards and the exemption of press vehicles from parking regulations.

3. According to Ms. Engberg, the San Francisco Traffic Code is not clear in its definition of what constitutes a news event. Consequently, DPT has instructed its Parking Control Officers to use their best judgment when deciding whether or not to ticket a vehicle displaying a vehicle press card. According to both Ms. Engberg and Officer Ambrose, both DPT and the Police Department agree that news events, for purposes of issuing vehicle press cards, should generally be defined as unscheduled, late-breaking news events, such as Police or Fire emergencies. In addition, Ms. Engberg reports that DPT would like to work with the media to develop a set of guidelines so that the enforcement issues related to vehicle press cards will be more standardized. Mr. Wayte advises that, while it is not necessary to amend the San Francisco Traffic Code to develop and implement a set of such guidelines, such an amendment to the Traffic Code would likely make the guidelines easier to enforce.

4. Officer Ambrose reports that the Police Department has never charged a fee for issuing vehicle press cards. In addition, Ms. Engberg advises that DPT has estimated that the City may be losing as much as $1 million annually in parking meter revenues due to the usage of vehicle press cards by the media. Ms. Engberg reports that this calculation of annual lost revenue is based on the assumption that: (1) there are 960 vehicle press cards in circulation, (2) at any point in time, 50 percent of the 960 vehicle press cards are in use and on display in parked news-gathering vehicles that, as such, do not have to pay for metered parking, (3) vehicles displaying the vehicle press cards park, on average, six hours per day, five days per week, and (4) the average hourly metered parking revenue foregone, due to the usage of the vehicle press cards, is approximately $1.

5. Ms. Engberg reports that in 1993, she conducted a telephone survey of the Parking and/or Police Departments in Sacramento, San Jose, Los Angeles and San Diego and was informed that all of those jurisdictions require the media to fully comply with all parking regulations.

**BOARD OF SUPERVISORS**
**BUDGET ANALYST**

Item 5 - File - 267-92-2

1. This item is a hearing to consider the seismic safety status of Department of Public Health's Paramedic Division Headquarters, located at 2789 25th Street.

2. In a letter to Mr. Vitaly Troyan, Deputy Director for Public Services, Department of Public Works, Mr. Robert Bossi, Professional Engineer, summarized certain concerns about the seismic safety of the Paramedic Division Headquarters and provided a chronology of his efforts to obtain what he considered to be remedial actions on the issue (Attachment I).

3. Mr. Bossi, who is a consulting engineer with offices located in Guerneville, California, stated that he was first notified about the seismic safety issue through an anonymous telephone call from a concerned citizen. In general, Mr. Bossi's assertions were that State law governs the seismic safety requirements of the Paramedic Division Headquarters and that the building currently housing the Headquarters does not meet those requirements. The following points summarize Mr. Bossi's assertions concerning 1) the seismic safety requirements for the building housing the Paramedic Division Headquarters and 2) the building's current condition, as follows:

- In late 1990, the Department of Public Health entered into a lease with Plant Properties for use of the ground, mezzanine, and second floors of the building located at the southeast corner of Potrero Avenue and 25th Street. The building was occupied by the Paramedics Division in early, 1991;
- The use of the subject building at 2789 25th Street by the Paramedic Division constitutes the establishment of a new "essential services building" as defined in California Health and Safety Code §16007;
- An "essential services building" must be designed to meet 125 percent of full current Building Code requirements for new buildings;
- Work previously performed on the subject building in compliance with Section 104(f) of the San Francisco Building Code, "Lateral Force Design Requirements for Existing Buildings," would only provide strengthening to approximately 67 percent of the current Building Code requirement instead of the 125 percent required.

4. Mr. Bossi stated that the higher standards prescribed by State law for an "essential services building" are intended to assure that facilities necessary for post-earthquake response are functional.

Comments

1. Mr. Bossi recommended that action be taken immediately to determine whether the building met the criteria of the Essential Services Buildings Act, and if it did, or if a determination could not be made quickly, that the Paramedic Division's ambulances, supplies, and dispatch function be moved to a complying structure.

2. The Paramedic Division responded to the issue concerning the seismic safety of its headquarters in a memorandum dated February 15, 1994 (Attachment II). In general, that response was as follows:

> a. That neither the Paramedic Division nor the building owner, Mr. Thomas Plant, had received any telephone inquiries or other communications from Mr. Bossi or from other City agencies prior to February 3, 1994, regarding the matter;
>
> b. That the Paramedic Division had contacted Mr. Plant and had asked that he research the inspection and permit status of the building;
>
> c. That the Paramedic Division would work with the City Attorney's Office and the Bureau of Building Inspection to determine to what extent the operations of the Paramedic Division fall under the definition of the Essential Services Building Act; and
>
> d. That the Paramedic Division would take appropriate action to upgrade the building, should improvements be recommended.

3. The Bureau of Building Inspection has responded to the issues concerning whether the subject building meets the definition of an Essential Services Building and the status of building permits on the building. In a memorandum dated April 19, 1994 (Attachment III), it is noted that the Superintendent of the Bureau of Building Inspection has determined that the Paramedic Division Headquarters does constitute an Essential Services Building, as defined by the California Health and Safety Code, Section 16007. In addition, the memorandum states that the Superintendent of the Bureau of Building Inspection is currently in the process of notifying the Department of Public Health (DPH) of this conclusion and is requesting from DPH a time schedule to upgrade the Paramedic Division Headquarters to the standards of an Essential Services Building.

4. The Paramedic Division has taken action regarding the seismic safety of its headquarters, as described in a memorandum dated April 19, 1994, and is still in the process of resolving this issue (see Attachment IV).

5. Chief Paramedic Pippa Amick of the Paramedic Division reports that the Paramedic Division Headquarters operates up to 21 City ambulances, including five to six ambulances which are operated out of the Paramedic Division Headquarters facility at 2789 25th Street.

6. Ms. Amick has requested that this item be continued to the May 5, 1994 Housing and Land Use Committee Meeting so that the Paramedic Division and other City agencies have sufficient time to finalize plans and complete negotiations for the seismic upgrading of the Paramedic Division Headquarters.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

Robert J Bossi, PE
Consulting Engineer
Post Office Box 2233
Guerneville, CA 95446-2233
(707) 869-5688
491-6797

January 24, 1994

Mr Vitaly B. Troyan, PE
Deputy Director, Public Servic
Department of Public Works
Room 359, City Hall
San Francisco, CA 94102-4606

Re: **Department of Public Health Ambulance Garage, 2789 25th Street.**

Dear Mr Troyan:

As requested in our meeting last week, the following is a summary of my concerns over the subject project and a chronology of my involvement in bringing these concerns to the Bureau of Building Inspection's attention.

COPY

## BACKGROUND

The Project: In late 1990 the Department of Public Health entered into a lease with Plant Properties for use of the ground, "mezzanine" and second floors of the old Borden's Dairy building located at the southeast corner of Potrero Avenue and 25th Street. Prior to this lease (since 1971), the space in question was Plant Brothers Construction Co.'s cabinet shop and offices. The third story was and continues to be occupied as architectural offices. The plans for the $932,500.00 remodel (Application No. 9023135, copy attached) to accommodate DPH indicate the ground floor to be used for ambulance and emergency medical supply storage. The mezzanine and second stories were indicated as training, office and dispatch facilities for the Paramedic Division. Additionally a new two level employee parking structure was constructed to the south of the building.

The Structure: The existing 3 (possibly 4 depending on the mezzanine's status) story building was erected in 1923 with additions in 1928 and 1936 (Per the Sanborn Maps). The building is of non-ductile reinforced concrete frame construction. The northerly, easterly and westerly walls are entirely of frame construction with steel sash in the openings. The southerly wall is combination of sash and concrete infill that would act as a shear wall. This results in a stiffness irregularity in the north-south direction and a significant shifting of the

Structural and Code Consulting, Inspection, Litigation Support
Member: American Society of Civil Engineers, International Conference of Building Officials

center of mass with respect to the center of rigidity. In 1989, (expired Application No. 8915031, copy attached) was approved to voluntarily upgrade the building to comply with Section 104(f) in anticipation of a "*possible future change* (of use) *per separate permit*".

**The Code:** It has been my continuing contention that the use of this building by the Department of Public Health constitutes the establishment of a new "Essential Services Building" as defined in California Health and Safety Code §16007 (copy attached). The regulations implementing the statute law are contained in Title 24, California Code of Regulations, Part 1, Section 4-207 (copy attached) which includes any building converted to essential services use in the definition of a "New Essential Services Building". An Essential Services Building must be designed to meet 125% of full current code for new buildings (SFBC Table No. 23-L). By contrast, a 1989 SFBC Section 104(f) upgrade might result in strengthening to about 67% of current code. Additionally, more stringent plan check and inspection requirements apply to Essential Services Buildings. The higher standards prescribed by state law are intended to assure that facilities necessary for post earthquake response are functional after an earthquake.

**The Permit Process:** The permit process seems to have run amuck. I am attaching permit listings from October 20, 1992 and last week. Except for a couple expirations permits remain in virtually the same status. Even though the building was occupied in 1991, the 1989 seismic upgrade and 1990 ambulance garage permits a well as several other permits have never been "finaled".

## PROBLEM STATEMENT

In late 1991, I received an anonymous telephone call from a "concerned citizen" asking that I look into the safety of this building. The only reason that I can think of that this matter was referred to me is that I represented the Structural Engineers Association of California before the legislature when the bill that created the Essential Services Buildings Act was being debated. I refered the caller to the Bureau and to, I believe, The Office of the State Architect, Structural Safety Section.

I first discussed the project with Hari Ramani, SE, who was the chief of the Plans Approval Division and who was unfamiliar with the state law requirements. My curiosity then led me to research the permit history of the project. As a result of that research, I determined that the Essential Buildings Act had not been complied with. I then on December 19, 1991 verbally refered the matter to Bill Schock. Having heard nothing on the issue, I again contacted Mr Schock on January 7, 1992 at which time he stated he was still "looking into the matter". I next refered the matter to Superintendent Larry Litchfield on

January 24, 1992. He was unaware of his role in enforcing the Act but stated that he "would discuss the matter with Bill Schock and get back to me".

Subsequently, I attempted to identify and contact responsible parties in either the Department of Public Health or the Real Estate Department but could never identify anyone who was willing to admit their involvement, or, for the most part, even return my phone calls. Frustrated with the lack of response by the Bureau as well as other City agencies, I did further research with Arnold Luft, SE, then vice-president of Peter Culley Associates, the engineers for the 104(f) upgrade. Mr Luft stated that he was unaware of the new use and that the building was not retrofitted with this type of use in mind. In October of 1992, with still no response from the Bureau, I contacted Supervisor Tom Hsieh. As a result, on October 26, 1992 he introduced File 267-92-2 to hold a hearing to consider the seismic safety this building. This hearing was postponed several times at, it is my understanding, the request of the Real Estate Department. To date there still has been no hearing.

I have continued to monitor the permit history in the hopes that it would show some corrective action. Most recently, I again brought this matter to Superintendent Litchfield's attention on October 4, 1993 and he again assured me he would "look into the matter", this time with the Director of Emergency Services. Bill Schock and Larry Litchfield have left so I am now placing "the ball in your court".

This is a very critical issue. I have included two photographs from Olive View hospital after the 1971 San Fernando earthquake. This is what I want to make sure doesn't happen. The loss of, or damage to, this building while occupied by the majority of the City's ambulance would seriously impact the ability to respond adequately to the need for post earthquake emergency medical aid. Additionally, I question the locating of all of the city's ambulance facilities in one location near unstrengthened freeway structures and in an area of relatively poor soils.

## RECOMMENDED ACTION

It is my recommendation that you immediately investigate this matter to determine if the building meets the criteria of the Essential Services Buildings Act. If it does not or if a determination cannot be quickly made, I would recommend relocating the ambulances, supplies and dispatch function to a complying location.

My patience in this matter is pretty thin. I do not feel it is my responsibility to be the Bureau's watch dog. It is my attention to refer this matter to the Office of the State

Architect if the Bureau fails to act effectively. I also intend to ask Supervisor Hsieh to hold the hearing he requested more than a year ago.

Your prompt attention to this matter would be sincerely appreciated. I stand ready to assist you and the Bureau in any manner that I can in assuring the readiness of the City's ambulance fleet to meet the emergency needs of the City's residents.

Very truly yours,

Robert J Bossi, PE
Consulting Engineer

Attachments as noted

cc: Supervisor Tom Hsieh, Attn: Steve Kawa
SEAONC, Attn: Pat Buscovich

Attachment II
Page 1 of 2

City and County of San Francisco

Department of Public Healt
Paramedic Divisi
2789 25th Stre
San Francisco, CA 941
415-206-780

## MEMORANDUM

Date: February 15, 1994

To: Stanton Jones, Budget Analyst

From: Pippa Anick, Chief Paramedic

Through: Charles Saunders MD, Medical Director

Subject: Seismic Safety Status of Paramedic Division Headquarters

---

Per our phone discussion this morning, here is a brief summary of our understanding of the concerns about our facility and our actions as of this date.

### *BACKGROUND*

On Thursday February 3, 1994 the Department of Public Health, Paramedic Division received a copy of Mr. Robert Bossi's letter to Vitaly Troyan. In his letter, Mr. Bossi expresses concern, and makes several allegations in regard to the structural integrity and seismic safety status of the Paramedic Division Headquarters located at the corner of 25th and Potrero Streets. In summary Mr. Bossi's concerns may be listed under three main points as follows;

1) Alleged non-response by City Agencies (Department of Public Health, Real Estate Department, and Department of Public Works) to Mr. Bossi's inquiries.

2) That the building was not appropriately inspected, and final permits have not been obtained for the voluntary seismic upgrade done in 1989 to bring the building up to San Francisco Building code 104(f).

3) That the facility (or parts of the facility) should be considered an Essential Services Building (as defined by California Health and Safety Code) ,and does not meet the Essential Services Building code requirements.

### *RESPONSE AND PLAN OF ACTION*

1) For the record, neither the Department of Public Health, Paramedic Division, nor the building owner Mr. Thomas Plant, has received any telephone inquiries or written correspondence from Mr. Bossi in regard to his concerns. Nor has it received inquiries or communications from other City Agencies regarding this matter prior to our initial notification of it last week.

2) The Paramedic Division has contacted Mr. Plant and has asked that he research the inspection and permit status, and that he advise us on our compliance with Essential Service Building code, to include estimates for upgrading the facility. Thomas Plant immediately responded by authorizing Peter Culley Associates to investigate the matter (see attached purchase order for detail).

3) The Paramedic Division will work with the City Attorney's Office and the Bureau of Building Inspection to determine to what extent our operations fall under the definition of the Essential Services Building code, as defined in the California Health and Safety Code.

4) If additional upgrading is necessary, we will explore relevant costs to us or the buildings owner, and make recommendations for these improvements.

## *CONCLUSION*

It is our position that to the best of our knowledge, we currently meet and may even exceed local San Francisco Building Code requirements for seismic safety. The building has been extensively seismically upgraded. Even before its upgrades, it survived the Loma Prieta Earthquake essentially undamaged. Because of the 1989 upgrade, the facility is structurally safer than the majority of Police or Fire Stations throughout the City. Our 21 vehicle ambulance fleet is dynamically deployed city-wide with rotating shift changes therefore, only one-quarter of the ambulances are in the garage at any one time. Our Central Medical Emergency Dispatch (CMED) is a secondary 911 answering point and calls could be processed at alternate sites including San Francisco General Hospital, Police Communications, and Fire Communications.

Since, we were made aware of these concerns only one week ago, we would like to request that the Housing and Land Use Committee continue file 267-92-2 in order that we may have time to complete our research and make recommendations.

Thank you.

cc: Meredith
Rankin

Attachment III

City and County of San Francisco

Department of Public Works
Bureau of Building Inspection
1660 Mission Street
San Francisco, CA 94103

April 19, 1994

2789 - 25th Street
DPH Ambulance Garage

Stan Jones
1390 Market Street, Suite 1025
San Francisco, CA 94102

Pursuant to your request, this letter is to serve as a brief synopsis of the recent history and use of this building.

In 1989 the structure underwent a voluntary seismic upgrade conforming to minimum code standards [SFBC, 104(f)] but not conforming to standards required of essential services buildings. In 1990 a permit was taken out for tenant improvements for the San Francisco DPH paramedic services (ambulance parking and communications).

The seismic upgrade permit and other related permits have not been finaled although all work is probably complete and inspection site cards were signed off by BBI inspectors.

After an investigation, the Superintendent of BBI has determined that, in accordance with the State Essential Services Building Seismic Safety Act of 1986, this building is an essential services building. The Superintendent is in the process of so notifying the Department of Public Health and is requesting from DPH a schedule to bring this building into compliance with the Act.

Very truly yours,

Dot Y. Yee, P.E.
Acting Superintendent
Bureau of Building Inspection

By: Neil G. Rains, AIA
Assistant Superintendent

NGR/be

cc: V. Troyan
D. Yee
Frank Chiu
Pitta Amick
Karen Kegg

[27892th.amb]

Attachment IV

City and County of San Francisco

Department of Public Health
Paramedic Division
2789 25th Street
San Francisco, CA 94110
415-206-7800

**MEMORANDUM**

Date: April 19, 1994

To: Karen Kagg, Budget Analyst

From: Pippa Amick, Chief Paramedic

Re: File 267-92-2, Seismic Safety Status of Paramedic Division Headquarters

---

Karen, I would like to update you and the Board of Supervisors Housing and Land Use Committee in regard to our progress on the seismic safety status of the Paramedic Division Headquarters. Over the past two months we have been meeting with representatives from the Bureau of Building Inspection, City Attorney's Office, Department of Real Estate, Plant Properties, and Peter Culley and Associates, to answer the following questions;

1) Should the Paramedic Division Headquarters located at 2789 25th St. be designated an Essential Services Building, as defined in the California Health and Safety Code?

2) If additional upgrading is necessary, what are the costs and financing options available to the Paramedic Division and/or buildings owner?

3) What is the timeline for this project? When would the upgrade be complete?

I would briefly like to summarize our current status and continuing action plan.

- In an April 15, 1994 meeting, the Bureau of Building Inspection advised the Paramedic Division that the 25th St. facility should be considered an Essential Services Building. They are "in progress" preparing written documentation of their ruling.
- Culley Associates Inc. has completed an extensive engineering analysis of the building and has prepared preliminary engineering and design plans for the facility upgrade (with copies sent to BBI and DPW for review).
- Plant Properties has prepared a conceptual cost estimate and tentative schedule for the upgrade project (copies to BBI and DPW). The project construction would take 120 days and would not significantly impact Paramedic Division operations.
- The City Attorney's Office and the Department of Real Estate are reviewing the facility lease, State Building Code, and State Health and Safety Code to determine the respective obligations of the City and/or the building's owner (a likely finance option is to negotiate a restructuring of the existing lease).

The Paramedic Division would like to request that the matter be continued until the May 5th Housing and Land Use Committee meeting. By that time, we should have received BBI's written documentation, the City Attorney's Office should have completed their analysis, and the Department of Real Estate will be able to report on the lease restructuring options.

Thank you for your consideration.

F
90.46
#2
4/21/94

Actions Taken

PUBLIC LIBRARY (2)
DOCUMENTS DIVISION
CIVIC CENTER

# CALENDAR

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, APRIL 21, 1994 – 10:00 A.M. ROOM 228, CITY HALL

DOCUMENTS DEPT.
APR 26 1994
SAN FRANCISCO
PUBLIC LIBRARY

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

ABSENT: SUPERVISOR MAHER – FOR VOTE ON ITEM 4 AND FOR ITEMS 5 AND 6

CLERK: GAIL JOHNSON

1. File 40–94–7. [Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market Area and adding Natoma Street, between Tenth and Eleventh Streets, south side, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   ACTION: Hearing held. Recommended.

2. File 18–93–8. [Stop Intersections, 17th and Pacheco and Ortega] Resolution designating Seventeenth Avenue and Pacheco Street and Seventeenth Avenue and Ortega Street as a four–way Stop intersection. (Supervisors Maher, Kennedy, Leal)

   ACTION: Hearing held. Recommended. Supervisors Bierman and Shelley added as co–sponsors.

3. File 18–94–5. [Stop Intersection, 35th Avenue and Ortega] Resolution designating 35th Avenue and Ortega Street as a four–way Stop intersection. (Supervisor Maher)

   ACTION: Hearing held. Recommended.

4. File 207–94–6. [Press Passes] Hearing to consider the issuance of press passes by the San Francisco Police Department. (Supervisor Shelley)

   ACTION: Hearing held. Continued to the Call of the Chair.

5. File 267–92–2. Hearing to consider the seismic safety status of 2789 – 25th Street, the Paramedic Division Headquarters. (Supervisor Hsieh)

   ACTION: Hearing held. Continued to the Call of the Chair.

6. File 171-93-2. [High Speed Rail] Resolution advocating development of high speed rail, with San Francisco as a key origin/destination, and urging federal, state, and local support for necessary measures and legislation. (Supervisor Hsieh)

ACTION: Hearing held. Amendment of the Whole bearing same title, as presented by Supervisor Hsieh, adopted. Recommended as amended. To Board as a Committee Report for consideration on April 25, 1994.

Public Library, Documents Dept.
Attn: Jane Hudson

F
10.46
3
4-94

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

May 3, 1994

DOCUMENTS DEPT.
MAY 5 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst Recommendations.

**SUBJECT:** May 5, 1994 Housing and Land Use Committee Meeting

Item 3 - File 223-94-2

**Item:** Resolution finding the south side of Turk Street in Jefferson Square to be the preferred site for purposes of environmental review for a new 911 Combined Emergency Dispatch Center Project.

**Description:** The Board of Supervisors previously authorized funding in the amount of $1.5 million for partial payment of construction costs estimated at $12,220,000 for the proposed 911 Combined Emergency Dispatch Center Project (File 101-93-76). The 911 Combined Emergency Dispatch Center is a computer-aided dispatch system for police, fire and emergency medical services. The CAO's Office estimates the total project costs of establishing the 911 Combined Emergency Dispatch Center will be approximately $57,851,000, as follows:

| | |
|---|---|
| Building Construction | $12,220,000 |
| Furnishings, Fixtures & Equipment | 1,000,000 |
| Computer Equipment | 30,210,000 |
| Project Management-CAO's Office | 1,096,000 |
| Controller's ISD | 1,096,000 |
| Conversion Costs | 280,000 |
| Lease Financing Costs | 11,949,000 |
| Total | $57,851,000 |

Of the approximately $57.9 million total estimated cost of the 911 Combined Emergency Dispatch Center, approximately $48.6 million would come from lease financing that would be repaid from 911 Emergency Response Fee Revenues and approximately $2.3 million would come from 1992 Fire Protection Bond funds that can be applied to this project for a total of approximately $50.9 million in funding from these two sources. The balance of funds needed, approximately $7.0 million ($57.9 million less $50.9 million), is anticipated to come from the City's General Fund. The approximately $7.0 million from the General Fund would not be paid immediately but would be paid over the estimated 10.5 year term of the lease financing to supplement 911 Emergency Response Fee revenues for the payment of the debt service.

Jefferson Square, which is City-owned park land (bounded by Golden Gate Avenue, Eddy Street, Laguna Street and Gough Street) has been selected as the site for the proposed 911 Combined Emergency Dispatch Center. There are two possible sites within Jefferson Square, one on the north side of Turk Street (runs through the middle of Jefferson Square) and one on the south side of Turk Street, where the Center can be built. The site on the north side of Turk Street is currently open space and the site on the south side is currently occupied by two buildings, the Central Fire Alarm Station and the Emergency Command Center (a temporary building). The Central Fire Alarm Station houses the Fire Department Dispatch. The Emergency Command Center houses the Mayor's Office of Emergency Services. In addition to these two buildings, Recreation and Park Department facilities, including a basketball court and two tennis courts are also located on a portion of the south side of the street.

According to the CAO, construction of the proposed 911 Combined Emergency Dispatch Center at Jefferson Square on the south side of Turk Street would not result in the permanent reduction of existing open space, whereas construction on the north side of this street would result in the permanent reduction of open space. As such, the proposed resolution would find the south side of Turk Street in Jefferson Square to be the preferred site for purposes of environmental review for the proposed Center.

**Comments:**

1. Mr. Gary Hoy of the DPW, Bureau of Architecture advises that constructing the 911 Combined Emergency Dispatch Center on the south side of Turk Street would result in an estimated net savings in construction costs of approximately $420,000. According to Mr. Hoy, such

savings would be realized because the north side of Turk Street has a steeper grade than the south side. Mr. Hoy advises if the proposed Center is built on the more level ground on the south side, only the underground parking lot would require waterproofing to prevent water seepage. However, if the Center is built on the steeper grade on the north side, then both the underground parking lot and the floor level immediately above the parking lot would require waterproofing, according to Mr. Hoy. Additionally, according to Mr. Hoy, other miscellaneous site work and a parking lot adjacent to the proposed Center would be more expensive to construct on the steeper grade on the north side of the street.

2. Mr. Hoy advises that building the proposed Center on the south side of Turk Street would not require demolishing the two existing buildings, the Central Fire Alarm Station and the Emergency Command Center, until the proposed Center is completed, at which time the employees housed in these two facilities would be relocated to the new Center. However, Mr. Hoy states that construction of the proposed Center will require the temporary relocation of the basketball court and the two tennis courts. According to Mr. Hoy, once the proposed Center is completed, the basketball court and the two tennis courts will be permanently built in close approximation to their current site. Mr. Hoy advises that the cost for the interim and permanent basketball court and the two tennis courts is included in the $12,220,000 construction cost noted above.

3. Mr. Ralph Jacobson of the CAO's Office advises that the 911 Technical Advisory Committee and the 911 Policy Steering Committee have recommended that the Center be built on the north side of Turk Street as opposed to the south side of Turk Street because the area is more isolated so that there is much less public activity and because the building would be located in the center of the block with no other surrounding structures thereby making it less of a fire risk. Mr.Rudy Nothenberg, Chief Administrative Officer advises that the CAO will abide by the wishes of the Board of Supervisors in this matter.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

DOCUMENTS DEPT.
MAY 9 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## REGULAR MEETING OF HOUSING AND LAND USE COMMITTEE BOARD OF SUPERVISORS CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, MAY 5, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

ABSENT: SUPERVISOR SHELLEY

CLERK: GAIL JOHNSON

1. File 40-94-8. [Residential Parking Area "N", North Inner Richmond] Resolution extending the boundaries of Residential Permit Parking Area "N" in the North Inner Richmond Area and adding Anza Street, between 12th and Funston Avenues, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   ACTION: Hearing held. Recommended.

2. File 20-94-6.1. [Traffic Regulations, No Right Turn on Red] Resolution enacting "No Right Turn on Red" traffic regulations on various streets. (DPT Order No. 578) (Department of Parking and Traffic)

   No Right Turn on Red - Establish
   Geary Boulevard, eastbound, at Masonic Avenue;
   Geary Expressway, westbound, at Masonic Avenue;
   Masonic Avenue, both directions, at Geary Boulevard.

   ACTION: Hearing held. Continued to May 19, 1994, meeting.

3. File 223-94-2. [Emergency Operations/Communication Center Site] Resolution finding the south side of Turk Street in Jefferson Square to be the preferred site for purposes of environmental review for a new emergency operations and communications center. (Supervisors Maher, Shelley)

   ACTION: Hearing held. Recommended.

4. File 36-94-2. [Zoning Map Change, Key Avenue] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located (951 Key Avenue) on the south side, 325 feet southeasterly from Jennings Street in Assessor's Block 4996, Lot 23 from an RH-1 (House, One-Family) District to an RH-2 (House, Two Family) District; and adopting findings pursuant to City Planning Code Sections 101.1 and 302(C). (Department of City Planning)

   ACTION: Hearing held. Recommended.

5. File 36-94-3. [Zoning Change, Geary Blvd, Beaumont Avenue] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at 3425-55 Geary Boulevard and 33 Beaumont Avenue, Lots 3 and 35 in Assessor's Block 1085, from an NC-3 (Moderate-Scale Neighborhood Commercial District) to an RH-2 (House, Two-Family) District (a portion of Lot 35) and of property located at 33 Beaumont Avenue from an RH-2 District to an NC-3 District (a portion of Lot 3). (Department of City Planning)

   ACTION: Hearing held. Recommended.

5.46
3
19/94

CITY AND COUNTY OF SAN FRANCISCO

*Public Library, Documents Dept.*
*ATTN: Jane Judson*

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
MAY 20 1994
SAN FRANCISCO PUBLIC LIBRARY

May 18, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** May 19, 1994 Housing and Land Use Committee Meeting

Items 5 and 6 - Files 161-93-10 and 161-93-10.1

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of February 17, 1994.

1. The proposed resolutions would urge the San Francisco Redevelopment Agency (SFRA) to (a) explore all possible uses to ensure the preservation and retention of the Williams Building, (b) accept $6.8 million in Federal Emergency Management Act (FEMA) monies to upgrade the building seismically and fully restore the building, and (c) demonstrate good faith to comply with the 1984 agreement (Memorandum of Agreement).

2. The 1984 Memorandum of Agreement (MOA), between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation, delineated the circumstances and procedures under which the Williams Building, located at 693 Mission Street in the Yerba Buena Center Redevelopment Project Area, would be retained, rehabilitated or substantially altered as part of a new development proposal. This MOA anticipated that retention of the Williams Building, if economically feasible, would be undertaken and paid for by the developer of the entire Williams Building site. The Williams Building is presently owned by the SFRA.

3. On October 17, 1989, the Loma Prieta Earthquake caused significant structural damage to the Williams Building. The Bureau of Building Inspection

(BBI) of the Department of Public Works "red-tagged"[1] the building, ordered that its tenants vacate the building, and that the building be boarded up.

4. Since the earthquake in 1989, the SFRA, in conjunction with the City, has sought FEMA funds for the repair of the Williams Building.

5. On August 17, 1993, the BBI ordered the SFRA to abate what it viewed as an unsafe condition at the Williams Building because of continued deterioration of the structure and its inherent hazard to the general public in case of another earthquake. The BBI order required that the SFRA must either file a permit to repair the building to earthquake proof standards or demolish the building.

6. Since the receipt of that BBI letter, the SFRA has pursued both the objectives to (1) preserve the building by renewing its efforts to gain FEMA monies to repair the building and (2) demolish the building with other SFRA funds in compliance with the BBI order.[2]

7. On October 27, 1993, the BBI issued a permit to the SFRA to demolish the Williams Building.

8. Meanwhile, as reported by the SFRA on November 23, 1993, FEMA was prepared to make available $6,876,092 for (1) the immediate stabilization and (2) the repair of the Williams Building.[3]

9. The permit, which was issued to demolish the Williams Building, has been appealed to the Board of Permit Appeals by the Foundation for San Francisco Architectural Heritage on the basis that (1) the Williams Building is of historic significance, (2) the SFRA has been advised that $6.8 million will be received from FEMA to repair and retain the Williams Building and (3) the SFRA has not demonstrated the economic feasibility that would require the current building to be substantially changed under the current provisions of the approved Yerba Buena Center Redevelopment Plan.

## Comments

1. Ms. Helen Sause of the SFRA reports that it is the SFRA's current position to negotiate an alternate plan with FEMA for the committed FEMA monies: The alternative plan would:

---

[1] The term "red-tagged" was developed by the Governor's Office of Emergency Services and refers to structures that are considered unsafe or extremely hazardous, structures which may collapse without warning and structures that are unsafe for occupancy.

[2] FEMA monies are not eligible for the demolition of the Williams Building.

[3] Previously, FEMA issued a Damage Survey Report in the amount of $6,843,215.

(a) stabilize the Williams Building at an estimated cost of $1.5 million so it will stand safely until a private developer develops the entire site per the land use provisions of the Yerba Buena Center Redevelopment Project; and

(b) permit the SFRA to submit alternate project applications to FEMA applying for the balance of approximately $4.8 million in FEMA monies for the purpose of paying a portion of the costs of alternative uses for the remaining funds that provide a significant benefit to the City to retain historical structures.

2. Ms. Sause advises that $1.5 million in FEMA monies would enable the SFRA to return the condition of the Williams Building site to its immediate pre-earthquake situation, with a future developer to bear the costs of retaining all or a portion of the Williams Building and, in addition, enable the use of the remaining $4.8 million in FEMA monies to ensure a beginning effort to preserve other historical structures.

3. FEMA has stated its willingness to consider an alternate use of its funds to build or repair other publicly owned facilities. However, the original commitment of approximately $6.8 million would be (1) reduced by $1.5 million to repair the Williams Building, and (2) further reduced by ten percent because an alternate site would be considered with the FEMA funds. This would leave a balance of $4.8 million to build or repair another publicly owned facility.

4. The SFRA is looking into several alternative uses for the available $4.8 million over and above those needed to stabilize the Williams Building.

5. Mr. Richard Kono of the SFRA advises that the current 9-story Williams Building contains about 42,000 square feet of office space covering approximately 14 percent of the existing land area of 32,960 square feet (.76 acres). A proposed development by a private developer that would incorporate a portion of the existing Williams Building on the 32,960 square foot parcel would allow up to 500,000 square feet, or nearly 12 times the existing square footage of the existing Williams Building, for various uses including office space, retail commercial, residential and up to 600 hotel rooms.

6. Ms. Sause also advises that the $1.5 million expenditure of FEMA monies to stabilize the Williams Building to its immediate pre-earthquake conditions does represent a good faith effort on the part of the SFRA to comply with the 1984 Memorandum of Agreement between the City, the State Historical Preservation Office (SHPO) and the Advisory Council on Historic Preservation.

## Recommendation

The proposed resolutions are policy decisions for the Board of Supervisors.

Items 7, 8, 9 and 10 - Files 52-94-2, 52-94-2.1, 52-94-2.2 and 52-94-2.3

**Department:** Department of Public Works (DPW)

**Items**

Item 7, File 52-94-2 - Ordinance amending Ordinance No. 367-92 to request that utility companies pay for certain costs to install conduit (pipe) for electrical and telephone hook ups which would be incurred by property owners in connection with the undergrounding of the Dolores Heights District.

Item 8, File 52-94-2.1 - Resolution approving the Engineer's Report prepared and filed by the DPW in the formation proceedings for Assessment District No. 92-2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Public Works Code for the purposes of installing street lighting in the Dolores Heights District.

Item 9, File 52-94-2.2 - Resolution announcing the intent to undertake to form an Assessment District pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the Public Works Code for the purposes of installing street lighting in the Dolores Heights District, and (1) describing the intended improvements, (2) indicating the location of the proposed Assessment District, and (3) given notice of the time and place for the two public hearings on the question of the formation of the proposed Assessment District and on the levy of the proposed assessment.

Item 10, File 52-94-2.3 - Resolution announcing the formation of Assessment District No. 92-2 pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the Public Works Code for the purposes of installing street lighting in the Dolores Heights District, and (1) confirming the diagram and assessments as described in the engineer's report, (2) ordering the improvements, and (3) levying the first annual assessment.

**Description:**

In the fall of 1992, the Board of Supervisors approved Ordinance 367-92 creating Underground District No. 318 in the Dolores Heights District, which includes sections of Church Street, Cumberland Street, Sanchez Street, Twentieth Street, Liberty Street, Twenty-first Street, Twenty-Second Street, Rayburn Street, Dorland Street, Dolores Street, Castro Street, Noe Street, Guerrero Street, Nineteenth Street and all of Dolores Terrace. That ordinance found that the undergrounding of electrical and other utility poles, structures or wires within this area is in the general public interest by eliminating a heavy concentration of overhead wires in a scenic area.

Currently, property owners are responsible for the conversion costs of their property to accommodate the underground utilities. According to the DPW, such conversion costs each property owner approximately $1,000 to $1,500. A part of this conversion involves the installation of a conduit (pipe) for electrical and telephone hook up, which must extend out to the property line. The proposed ordinance (Item 7, File 52-94-2) would amend Ordinance 367-92 to provide that the utility companies, Pacific Bell and Pacific Gas and Electric (PG & E), which provide the undergrounding facilities, pay for up to 100 feet of this required conduit. According to the DPW, this proposed cost to the utility companies is allowed under a ruling by the State of California Public Utilities Commission. The DPW advises that if this proposed ordinance is approved, it would represent the first time that the utility companies would be required to pay these proposed costs.

The Board of Supervisors also previously approved a resolution providing for the formation of the Dolores Heights Assessment District (Assessment District No. 92-2) and authorizing the preparation of an Engineer's Report, by the DPW, on this proposed Assessment District (File 52-92-6.1). The Engineer's Report has been filed with the Clerk of the Board's Office. This report consists of the following seven parts: (1) plans and specifications for the improvements (which includes the installation of street lights and related equipment), (2) estimate of the City's costs for these improvements (3) an assessment of the estimated cost of the improvements on each property owner, (4) a statement regarding the method used for determining the amount to be assessed from each property owner, (5) a list of the property owners within the Assessment District, (6) a diagram showing all of the parcels of real property within the Assessment District and (7) options for deferment of assessment costs, available to senior citizens

and blind or disabled persons under the State Homeowner's Tax Postponement Program. Item 8, File 52-94-2.1 is a proposed resolution which would approve the Engineer's Report as prepared by the DPW.

On December 2, 1993, the Board of Supervisors adopted another resolution (File 52-93-1.1) to redefine the proposed Assessment District by adding additional sections of Nineteenth Street, Liberty Street and Noe Street.

The proposed resolution (Item 9, File 52-94-2.2) would (1) set a time and place for a hearing to allow public testimony on the proposed Assessment District No. 92-2 as required by the State Brown Act and (2) set a time and place for the Protest Hearing on the proposed Assessment District No. 92-2 as required by the State Landscaping and Lighting Act.

The proposed resolution (Item 10, File 52-94-2.3) would announce the formation of the proposed Assessment District No. 92-2 and order the improvements to be made as described in the DPW Engineer's Report. This resolution would be considered by the Board of Supervisors following the two hearings noted above under Item 9.

**Comments:**

1. The utility companies, Pacific Bell and PG & E will provide funds for the undergrounding of their facilities, while the City is responsible for providing funds for new street lighting which will be owned, operated, and maintained by the City. There has been a long-standing agreement between the City and PG & E that all street lights being undergrounded in City neighborhoods would belong to the City's Bureau of Light, Heat and Power. According to the DPW, based on past experience, for every $1 the City contributes to the undergrounding project, the utility companies provide approximately $9.

2. The DPW is proposing that the City's portion of design construction and related costs be paid for by funds advanced by Hetch Hetchy, as was the case with a prior undergrounding project involving Sutro Heights District. Such funds would be reimbursed to the City by affected Dolores Heights property owners upon completion of the project, which is estimated to take approximately two and one-half years.

3. According to the Engineer's Report prepared by the DPW, it will cost an estimated maximum of $1,049,500 to complete the City's portion of the project as follows:

| | | |
|---|---|---|
| Construction Contract | $708,500 | |
| Construction Contingency (15%)* | 106,000 | |
| Total Construction Costs | | $814,500 |
| PG & E Connections | 15,000 | |
| Project Management | 70,000 | |
| Planning Design | 70,000 | |
| Construction Management | 70,000 | |
| Emergency Systems | 10,000 | |
| Subtotal | | 235,000 |
| Total Project | | $1,049,500 |

*Mr. Tom Trimbur of the DPW reports that the Contingency amount is 15 percent of the construction costs as opposed to the standard 10 percent because the hilly terrain in the Dolores Heights District makes it very difficult to determine the actual amount of construction work that will be required to complete this project.

4. As noted above, the DPW reports that this project, once it is underway, will take approximately two and one-half years to complete. Mr. Trimbur reports that Hetch Hetchy has already advanced $20,000 for preparation of the Engineer's Report and project management. According to Mr. Trimbur, Hetch Hetchy is now proposing to advance $500,000 for the first year of the project, $500,000 for the second year and, if needed, $49,500 for the last six months of the project for a total of $1,049,500. The entire $1,049,500 would be used to pay for project construction work and related activities. Mr. Trimbur advises that the project cannot go out to bid until such annual funding is in place so therefore, it is necessary for Hetch Hetchy funds to be advanced to the Dolores Heights Assessment District.

5. The DPW anticipates that Hetch Hetchy's Bureau of Light, Heat and Power will perform the design work for this project and that the DPW will assume contract management responsibilities. According to the DPW, the construction contract will go through a competitive bidding process.

6. The Engineer's Report estimates that the cost to each of the 481 property owners in the Dolores Heights Assessment District for the City's replacement of street lights will range from a minimum assessment of $217 to a maximum assessment of $7,765, with an average of approximately $2,000. As previously noted, these monies will be used to reimburse Hetch Hetchy for the City's costs. Mr. Trimbur advises that DPW will ensure that the affected property owners of the Dolores Heights District will repay Hetch Hetchy upon the conclusion of this project by providing that a lien would be placed on the homes of those who fail to pay back to the City their respective assessments.

7. Mr. Raymond Yamaguishi of Hetch Hetchy advises that the $1,049,500 would specifically come from a capital program fund for the Bureau of Light, Heat and Power called Hetch Hetchy's Street Light Facilities Repair and Replacement Fund. Mr. Yamaguishi reports that this capital program fund currently contains approximately $1,229,000, which amount would be available in the FY 1994-95 budget. As noted above, Hetch Hetchy is proposing to advance DPW $500,000 from this fund for the Dolores Heights Assessment District in FY 1994-95. According to Mr. Yamaguishi although Hetch Hetchy is proposing to make these funds available to the DPW, the Public Utilities Commission has not, as yet, given its formal approval for Hetch Hetchy to take such action.

8. As noted above, the Board of Supervisors previously approved Ordinance 367-92 creating Underground District No. 318 in the Dolores Heights District. This ordinance was in response to a petition by the majority of the property owners in Dolores Heights which requested the undergrounding of the utilities in this District.

**Recommendations:** 1. Approval of the proposed ordinance (Item 7, File 52-94-2) is a policy matter for the Board of Supervisors.

2. Approval of the proposed resolutions (Items 8 and 9, Files 52-94-2.1 and 52-94-2.2) are policy matters for the Board of Supervisors.

3. Refer the proposed resolution (Item 10, File 52-94-2.3) without recommendation to the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#2
5/19/94

# CALENDAR--Actions Taken

DOCUMENTS DEPT.
MAY 24 1994
SAN FRANCISCO
PUBLIC LIBRARY

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, MAY 19, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

ABSENT: SUPERVISOR SHELLEY

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18-94-7. [Stop Signs, Establish, Various Streets] Hearing recommending establishment of Stop Signs, various locations. (DPT Order No. 600) (Department of Parking and Traffic)

Stop Signs - Establish

Capitol and Lakeview Avenues, northwest and southeast corners, stopping Capitol Avenue traffic (makes this an all-way Stop).

Foote and Cayuga Avenues, northeast and southwest corners, stopping Foote Avenue traffic (presently uncontrolled).

Berkshire Drive and Lake Merced Boulevard, northeast corner, stopping Berkshire Drive traffic (presently uncontrolled, stops the stem of this T-intersection).

(b) File 19-94-5. [Parking Regulations, Various Locations] Hearing recommending establishment and revocation of parking regulations, various locations. (DPT Order No. 600) (Department of Parking and Traffic)

No Parking, 7:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:00 p.m., Monday Through Friday - Establish

Eighteenth Street, north side, from Castro Street to 39 feet easterly (39-foot zone, deletes one metered space during specified hours and days).

Eighteenth Street, south side, from Castro Street to 29 feet westerly (29-foot zone, deletes one metered space during specified hours and days).

No Parking, 5:00 a.m. - 8:00 a.m., Everyday - Rescind

Bryant Street, east side, from Mariposa Street to 120 feet northerly (120-foot zone).

No Parking Anytime - Rescind

Geneva Avenue, north side, from San Jose Avenue to 165 feet easterly (165-foot zone).

Tow-Away, No Parking Anytime - Rescind

Joost Avenue, south side, between Hazelwood and Ridgewood Avenues.

Tow-Away, No Parking Anytime - Establish

Joost Avenue, north side, between Hazelwood and Ridgewood Avenues.

(c) File 20-94-7. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. (DPT Order No. 600) (Department of Parking and Traffic)

No Stopping, 7:00 a.m. - 8:30 a.m. and 1:00 p.m. - 2:30 p.m., Weekdays - Rescind

No Stopping, 7:00 a.m. - 9:30 a.m. and 1:00 p.m. - 4:00 p.m., Weekdays - Establish

Paris Street, west side, from Excelsior Avenue to 200 feet northerly (existing 200-foot zone, change in effective hours only).

Tow-Away, No Stopping, 10:00 p.m. - 6:00 a.m., Everyday - Establish

Bernal Heights Boulevard, both sides, from Anderson Street to 225 feet westerly, including dead-end portion at Bernal Heights Park gate (225-foot zone).

Tow-Away, No Stopping Anytime - Establish

Geneva Avenue, north side, from San Jose Avenue to 165 feet easterly (165-foot zone).

Tow-Away, No Stopping Anytime - Establish

Brannan Street, south side, from Sixth Street to 159 feet easterly (159-foot zone).

ACTION: Item c removed from Consent Calendar. Remainder of the Consent Calendar recommended.

a. File 18-94-7. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

b. File 19-94-5. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting and rescinding parking regulations at various locations." Recommended.

c. File 20-94-7. Hearing held. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets." Recommended.

## REGULAR CALENDAR

2. File 20-94-6.1. [Traffic Regulations, No Right Turn on Red] Resolution enacting "No Right Turn on Red" traffic regulations on various streets. (DPT Order No. 578) (Department of Parking and Traffic)

No Right Turn on Red - Establish
Geary Boulevard, eastbound, at Masonic Avenue;
Geary Expressway, westbound, at Masonic Avenue;
Masonic Avenue, both directions, at Geary Boulevard.

(Continued from 5/5/94)

ACTION: Hearing held. Consideration continued to the Call of the Chair.

3. File 24-94-1. [Appeal, 1528-1540 Pine Street, Non-Standard Sidewalk] Communication from Kevin Fahey, Harvey Hacker Architects appealing decision of the Department of Public Works by its letter dated April 15 1994, disapproving application to construct a non-standard sidewalk slope at 1528-1540 Pine Street (Golden Gate Cycles, Ltd.) to retain an existing curb cut while also modifying the sidewalk grades and the face of the building in order to provide code-mandated wheelchair accessibility.

ACTION: Hearing held. Consideration continued to the Call of the Chair.

4. File 115-94-5. [Nonconforming Business Wall Signs] Ordinance amending City Planning Code by amending Sections 607 and 608, to allow replacing and modification of certain existing non-complying business wall signs in C-3 (Downtown Commercial) Districts and the Market Street Special Sign District, and adopting findings pursuant to City Planning Code Section 101.1. (Supervisors Leal, Kaufman, Hsieh, Maher, Conroy, Kennedy, Alioto, Hallinan, Shelley)

   (Approved by City Planning Commission Resolution No. 13674)
   (General Rule Exclusion from Environmental Impact Review)

   ACTION: Hearing held. Recommended. (To Board as a Committee Report for consideration on May 23, 1994.) Supervisor Bierman added as a co-sponsor.

5. File 161-93-10. [Williams Building] Resolution urging the Redevelopment Agency to ensure the preservation and retention of the Williams Building; accept $6.8 million in FEMA money to seismically upgrade and fully restore the Williams Building; and to demonstrate good faith to the 1984 agreement. (Supervisors Maher, Bierman)

   ACTION: Hearing held. Amendment of the Whole adopted. Recommended as amended. New title: "Urging the Redevelopment Agency to retain the Williams Building; to ensure that temporary work now does not reduce the feasibility of future rehabilitation; create a program to assist the seismic retrofit of architecturally/historically significant unreinforced masonry buildings; and to demonstrate good faith to the 1984 Agreement between the federal government and the City and County of San Francisco."

6. File 161-93-10.1. [Williams Building] Resolution urging the Redevelopment Agency to explore all possible uses to ensure the preservation and retention of the Williams Building; accept FEMA money to seismically upgrade the building and to demonstrate good faith to the 1984 agreement. (Supervisors Maher, Bierman)

   ACTION: Hearing held. Tabled.

7. File 52-94-2. [Underground District] Ordinance amending Ordinance No. 367-92 to request that utility companies pay certain service lateral costs to be incurred in connection with the undergrounding of the District; companion measure to Files 52-94-2.1, 52-94-2.2 and 52-94-2.3. (Also see Files 52-92-6, 52-92-6.1, 52-93-1 and 52-93-1.1) (Department of Public Works)

   ACTION: Hearing held. Continued to June 16, 1994, meeting.

8. File 52–94–2.1. [Lighting Assessment District] Resolution approving the Engineer's Report prepared and filed by the City Engineer in the formation proceedings for Assessment District No. 92–2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; companion measure to Files 52–94–2, 52–94–2.2, and 52–94–2.3. (Also see Files 52–92–6, 52–92–6.1, 52–93–1, and 52–93–1.1) (Department of Public Works)

   ACTION: Hearing held. Continued to June 16, 1994, meeting.

9. File 52–94–2.2. [Lighting Assessment District] Resolution announcing the intent to undertake to form an Assessment District pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; describing the intended improvements; indicating the location of the proposed Assessment District; and giving notice of the time and place for the two public hearings on the question of the formation of the proposed Assessment District and on the levy of the proposed assessment; companion measure to Files 52–94–2, 52–94–2.1, and 52–94–2.3. (Also see Files 52–92–6, 52–92–6.1, 52–93–1, and 52–93.1.1.) (Department of Public Works)

   ACTION: Hearing held. Continued to June 16, 1994, meeting.

10. File 52–94–2.3. [Lighting Assessment District] Resolution announcing the formation of Assessment District No. 92–1 pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; confirming the diagram and assessments as described in the Engineer's Report; ordering the improvements; and levying the first annual assessment; companion measure to Files 52–94–2, 92–94–2.1, and 52–94–2.2. (Also see Files 52–92–6, 52–92–6.1, 52–93–1, and 52–93–1.1) (Department of Public Works)

    ACTION: Hearing held. Continued to June 16, 1994, meeting.

SF
590.46
#3
6/2/94

Public Library, Documents Dept.
Attn: Jane Hudson

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

May 31, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** June 2, 1994 Housing and Land Use Committee Meeting

Item 2 - File 55-94-1

**Department:** Department of Parking and Traffic (DPT)

**Item:** Resolution designating Turk Street, between Jones Street and Arguello Boulevard, as a "Through Highway."

**Description:** In San Francisco's Master Plan for the Downtown Area, Turk Street, between Jones Street and Gough Street, has been designated as a "Primary Vehicular Street." A "Primary Vehicular Street" is a designation whose function is to distinguish routes with primarily transit and bicycle functions from routes with primarily vehicular functions.

The Transportation Element of the City's Master Plan designates Turk Street, between Gough Street and Masonic Street, as a "Major Thoroughfare," which is defined as a cross-town route whose major function is to link districts within the City and to distribute traffic from and to the freeways.

Turk Street, between Masonic Street and Arguello Boulevard, has been designated as a "Secondary Thoroughfare" by the Transportation Element of the City's Master Plan. A "Secondary Thoroughfare" is defined as an intra-district route of varying capacity serving as a local distributor for major thoroughfares.

City Resolution 6610 (Series of 1939) designates certain City streets as "Through Highways," which are defined as highways or portions thereof at the entrance to which vehicular traffic from intersecting highways is regulated by stop signs or traffic control signals. A "Through Highway" designation allows the Department of Parking and Traffic (DPT) to install traffic signals or stop signs at entrances along the "Through Highway."

There are 11 intersections along Turk Street at which there are currently no traffic signals or signs. These 11 streets which intersect with Turk Street are:

Rossi Avenue
Temescal Street
Roselyn Street
St. Joseph's Avenue
Nido Avenue
Lyon Street
Beaumont Avenue
Kittredge Terrace
Annapolis Street
Tamalpais Street
Central Avenue

The DPT is therefore proposing that Resolution 6610 be amended to include Turk Street as a "Through Highway," so that stop signs may be installed at each of the above 11 streets which intersect with Turk Street. The DPT reports that stop signs will be installed only on these 11 streets and not on Turk Street. Since all of the foregoing streets intersect but do not extend beyond Turk Street, only 11 stop signs are needed.

The DPT reports that the cost of installing a stop sign is approximately $165 per stop sign, including labor and materials. Thus, the total estimated cost of installing the 11 stop signs will be $1,815. The source of funding will be the DPT's current FY 1993-94 Operating Budget.

**Recommendation:** Approve the proposed resolution.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

:90.46
#1
6/2/94

PUBLIC LIBRARY (2)
DOCUMENTS DIVISION
CIVIC CENTER

DOCUMENTS DEPT.
JUN 7 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

**THURSDAY, JUNE 2, 1994 - 10:00 A.M.**

**LEGISLATIVE CHAMBER
2ND FLOOR, CITY HALL**

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

ABSENT: SUPERVISOR SHELLEY - ITEM 1

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18-94-8. [Stop Signs, Establish, Various Locations] Hearing recommending establishment of Stop Signs, various locations. (DPT Order No. 612) (Department of Parking and Traffic)

Stop Signs - Establish
Amazon and Moscow Streets, southwest corner, stopping Amazon Street traffic (presently uncontrolled, stops the stem of this T-intersection.)

Virginia Avenue and Winfield Street, southwest and northeast corners, stopping Virginia Avenue traffic (makes this an all-way Stop).

Buchanan and Green Streets, northeast and southwest corners, stopping Green Street traffic (makes this an all-way Stop).

Van Dyke Avenue and Ingalls Street, northwest and southeast corners, stopping Ingalls Street traffic (makes this an all-way Stop).

Anderson and Eugenia Streets, southeast corner, stopping Anderson Street traffic (makes this an all-way Stop).

(b) File 19-94-7. [Parking Regulations, Establish, Harlow Street] Hearing recommending establishment of a "Tow-Away, No Parking Anytime" regulation on Harlow Street, east side, between Sixteenth Street and south terminus, including dead-end portion. (DPT Order No. 612) (Department of Parking and Traffic)

Tow-Away, No Parking Anytime - Establish
Harlow Street, east side, between Sixteenth Street and south terminus, including dead-end portion.

(c) File 20-94-8. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. (DPT Order No. 612) (Department of Parking and Traffic)

Yield Sign - Establish
Eucalyptus Drive and Ocean Avenue, southwest corner facing eastbound Eucalyptus Drive (presently uncontrolled, requires Eucalyptus Drive to yield to Ocean Avenue traffic.)

Tow-Away, No Stopping, 3 p.m. - 7 p.m., Monday Through Friday - Establish
Bush Street, south side, between Sansome and Battery Streets.

Tow-Away Lane Must Turn Right, Execpt Buses - Establish
Bush Street, eastbound, at Battery Street.

Tow-Away, No Stopping, 3 p.m. - 6 p.m., Monday Through Friday - Rescind
Tow-Away, No Stopping, 3 p.m. - 7 p.m., Monday Through Friday - Establish
First Street, west side, between Market and Howard Streets.

Tow-Away Lane Must Turn Right - Rescind
Tow-Away Lane Must Turn Right, Except Buses - Establish
First Street, southbound, at Mission Street.

Tow-Away, No Stopping, 3 p.m. - 6 p.m., Monday Through Friday - Rescind
Battery Street, both sides, between Pine and Bush Streets.

Tow-Away, No Stopping, 7 a.m. - 9 a.m. and 3 p.m. - 7 p.m., Monday Through Friday - Establish
Battery Street, east side, between Pine and Bush Streets.

Tow-Away, No Stopping, 3 p.m. - 7 p.m., Monday Through Friday - Establish
Battery Street, west side, between Pine and Bush Streets.

Tow-Away, No Stopping Anytime - Rescind
Stevenson Street, south side, from 59 feet to 99 feet west of First Street (40-foot zone).

Tow-Away, No Stopping Anytime - Establish
Harrison Street, north side, from Fourth Street to 175 feet easterly.

No U-Turn - Establish
Guerrero Street, northbound and southbound, at Twentieth Street.

ACTION: Consent Calendar recommended.

a. File 18-94-8. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

b. File 19-94-7. Department of Parking and Traffic recommendation recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting 'Tow-Away, No Parking Anytime' regulation on Harlow Street." Recommended.

c. File 20-94-8. Hearing held. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets." Recommended.

## REGULAR CALENDAR

2. File 55-94-1. [Designating a "Through Highway"] Resolution designating Turk Street, between Jones Street and Arguello Boulevard, as a "Through Highway". (Department of Parking and Traffic)

   ACTION: Hearing held. Consideration continued to July 21, 1994, meeting.

3. File 169-94-1. [Street Artists] Resolution redesignating for six months two selling spaces on Beach Street, northwest corner, at Hyde Street, for street artists certified by the Art Commission, pursuant to Board of Supervisors Resolution No. 940-91. (Supervisor Hallinan)

   ACTION: Hearing held. Recommended.

4. File 75-93-1. [Street Name Change, Cesar Chavez] Resolution renaming Twenty-Fourth Street (from Potrero Avenue westerly to Grand View Avenue) Cesar Chavez Boulevard in honor of his contribution to farm workers and their families. (Supervisor Maher)

   ACTION: Hearing held. Consideration continued to the Call of the Chair.

SF
90.46
3
16-94

*Public Library, Documents Dept.*
*ATTN: Jane Judson*

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
JUN 16 1994
SAN FRANCISCO
PUBLIC LIBRARY

June 14, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst Recommendations.

**SUBJECT:** June 16, 1994 Housing and Land Use Committee Meeting

Item 4 - File 200-94-2

**Item:** Resolution urging the Chief Administrative Officer (CAO) to direct the Department of Public Works (DPW) to conduct a test of the automatic toilets manufactured and leased by the J.C. Decaux United Street Furniture, Inc. for the period of six months in two locations; one in the Tenderloin and one on Market Street.

**Description:** Legislation is currently pending before the Board of Supervisors to permit the DPW to enter into a 20-year agreement with J.C. Decaux to install freestanding automatic self-cleaning public toilets and general advertising/public service kiosks on sidewalks and public spaces Citywide concentrated in the downtown area. That proposed agreement would have J.C. Decaux install approximately 27 toilets and 120 public service kiosks or approximately 4.5 kiosks to every one toilet, with an option to install an additional 23 toilets and an additional 105 kiosks resulting in a total of 50 toilets and 225 kiosks, or 4.5 kiosks to every one toilet.

The proposed resolution would urge the CAO to direct the DPW to conduct a test of two of the public toilets manufactured and leased by J.C. Decaux for a period of six months in two locations; one in an unspecified location in the Tenderloin and one in an unspecified location on Market Street.

The proposed resolution does not stipulate whether J.C. Decaux would be compensated for the two proposed test toilets either monetarily or by permitting J.C. Decaux to install a public service kiosk. Mr. Vitaly Troyan of the DPW reports that if the Board of Supervisors approves the proposed resolution, the DPW would formally request J.C. Decaux to install two public toilets, one in the Tenderloin and one on Market Street for a six month period. Because the proposed resolution does not indicate that J.C Decaux would be compensated for installing two public toilets, Mr. Troyan advises that the DPW would request that J.C. Decaux install the toilets at no charge to the City. However, according to Mr. Troyan, J.C. Decaux may not be willing to conduct such a test.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

**BOARD OF SUPERVISORS**
**BUDGET ANALYST**

Items 5, 6, 7 and 8 - Files 52-94-2, 52-94-2.1, 52-94-2.2 and 52-94-2.3

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of May 19, 1994.

**Department:** Department of Public Works (DPW)

**Items** Item 5, File 52-94-2 - Ordinance amending Ordinance No. 367-92 to request that utility companies pay for certain costs to install conduit (pipe) for electrical and telephone hook ups which would be incurred by property owners in connection with the undergrounding of the Dolores Heights District.

Item 6, File 52-94-2.1 - Resolution approving the Engineer's Report prepared and filed by the DPW in the formation proceedings for Assessment District No. 92-2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Public Works Code for the purposes of installing street lighting in the Dolores Heights District.

Item 7, File 52-94-2.2 - Resolution announcing the intent to undertake to form an Assessment District pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the Public Works Code for the purposes of installing street lighting in the Dolores Heights District, and (1) describing the intended improvements, (2) indicating the location of the proposed Assessment District, and (3) given notice of the time and place for the two public hearings on the question of the formation of the proposed Assessment District and on the levy of the proposed assessment.

Item 8, File 52-94-2.3 - Resolution announcing the formation of Assessment District No. 92-2 pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the Public Works Code for the purposes of installing street lighting in the Dolores Heights District, and (1) confirming the diagram and assessments as described in the engineer's report, (2) ordering the improvements, and (3) levying the first annual assessment.

**Description:** In the fall of 1992, the Board of Supervisors approved Ordinance 367-92 creating Underground District No. 318 in the Dolores Heights District, which includes sections of Church Street, Cumberland Street, Sanchez Street, Twentieth Street, Liberty Street, Twenty-first Street, Twenty-Second Street, Rayburn Street, Dorland Street, Dolores Street, Castro Street, Noe Street, Guerrero Street, Nineteenth Street and all of Dolores Terrace. That ordinance found that the undergrounding of electrical and other utility poles, structures or wires within this area is in the general public interest by eliminating a heavy concentration of overhead wires in a scenic area.

Currently, property owners are responsible for the conversion costs of their property to accommodate the underground utilities. According to the DPW, such conversion costs each property owner approximately $1,000 to $1,500. A part of this conversion involves the installation of a conduit (pipe) for electrical and telephone hook up, which must extend out to the property line. The proposed ordinance (Item 5, File 52-94-2) would amend Ordinance 367-92 to provide that the utility companies, Pacific Bell and Pacific Gas and Electric (PG & E), which provide the undergrounding facilities, pay for up to 100 feet of this required conduit. According to the DPW, this proposed cost to the utility companies is allowed under a ruling by the State of California Public Utilities Commission. The DPW advises that if this proposed ordinance is approved, it would represent the first time that the utility companies would be required to pay these proposed costs.

The Board of Supervisors also previously approved a resolution providing for the formation of the Dolores Heights Assessment District (Assessment District No. 92-2) and authorizing the preparation of an Engineer's Report, by the DPW, on this proposed Assessment District (File 52-92-6.1). The Engineer's Report has been filed with the Clerk of the Board's Office. This report consists of the following seven parts: (1) plans and specifications for the improvements (which includes the installation of street lights and related equipment), (2) estimate of the City's costs for these improvements (3) an assessment of the estimated cost of the improvements on each property owner, (4) a statement regarding the method used for determining the amount to be assessed from each property owner, (5) a list of the property owners within the Assessment District, (6) a diagram showing all of the parcels of real property within the Assessment District and (7) options for deferment of assessment costs, available to senior citizens

and blind or disabled persons under the State Homeowner's Tax Postponement Program. Item 6, File 52-94-2.1 is a proposed resolution which would approve the Engineer's Report as prepared by the DPW.

On December 2, 1993, the Board of Supervisors adopted another resolution (File 52-93-1.1) to redefine the proposed Assessment District by adding additional sections of Nineteenth Street, Liberty Street and Noe Street.

The proposed resolution (Item 7, File 52-94-2.2) would (1) set a time and place for a hearing to allow public testimony on the proposed Assessment District No. 92-2 as required by the State Brown Act and (2) set a time and place for the Protest Hearing on the proposed Assessment District No. 92-2 as required by the State Landscaping and Lighting Act.

The proposed resolution (Item 8, File 52-94-2.3) would announce the formation of the proposed Assessment District No. 92-2 and order the improvements to be made as described in the DPW Engineer's Report. This resolution would be considered by the Board of Supervisors following the two hearings noted above under Item 7.

**Comments:**

1. The utility companies, Pacific Bell and PG & E will provide funds for the undergrounding of their facilities, while the City is responsible for providing funds for new street lighting which will be owned, operated, and maintained by the City. There has been a long-standing agreement between the City and PG & E that all street lights being undergrounded in City neighborhoods would belong to the City's Bureau of Light, Heat and Power. According to the DPW, based on past experience, for every $1 the City contributes to the undergrounding project, the utility companies provide approximately $9.

2. The DPW is proposing that the City's portion of design construction and related costs be paid for by funds advanced by Hetch Hetchy, as was the case with a prior undergrounding project involving Sutro Heights District. Such funds would be reimbursed to the City by affected Dolores Heights property owners upon completion of the project, which is estimated to take approximately two and one-half years.

3. According to the Engineer's Report prepared by the DPW, it will cost an estimated maximum of $1,049,500 to complete the City's portion of the project as follows:

| | | |
|---|---|---|
| Construction Contract | $708,500 | |
| Construction Contingency (15%)* | 106,000 | |
| Total Construction Costs | | $814,500 |
| PG & E Connections | 15,000 | |
| Project Management | 70,000 | |
| Planning Design | 70,000 | |
| Construction Management | 70,000 | |
| Emergency Systems | 10,000 | |
| Subtotal | | 235,000 |
| Total Project | | $1,049,500 |

*Mr. Tom Trimbur of the DPW reports that the Contingency amount is 15 percent of the construction costs as opposed to the standard 10 percent because the hilly terrain in the Dolores Heights District makes it very difficult to determine the actual amount of construction work that will be required to complete this project.

4. As noted above, the DPW reports that this project, once it is underway, will take approximately two and one-half years to complete. Mr. Trimbur reports that Hetch Hetchy has already advanced $20,000 for preparation of the Engineer's Report and project management. According to Mr. Trimbur, Hetch Hetchy is now proposing to advance $500,000 for the first year of the project, $500,000 for the second year and, if needed, $49,500 for the last six months of the project for a total of $1,049,500. The entire $1,049,500 would be used to pay for project construction work and related activities. Mr. Trimbur advises that the project cannot go out to bid until such annual funding is in place so therefore, it is necessary for Hetch Hetchy funds to be advanced to the Dolores Heights Assessment District.

5. The DPW anticipates that Hetch Hetchy's Bureau of Light, Heat and Power will perform the design work for this project and that the DPW will assume contract management responsibilities. According to the DPW, the construction contract will go through a competitive bidding process.

6. The Engineer's Report estimates that the cost to each of the 481 property owners in the Dolores Heights Assessment District for the City's replacement of street lights will range from a minimum assessment of $217 to a maximum assessment of $7,765, with an average of approximately $2,000. As previously noted, these monies will be used to reimburse Hetch Hetchy for the City's costs. Mr. Trimbur advises that DPW will ensure that the affected property owners of the Dolores Heights District will repay Hetch Hetchy upon the conclusion of this project by providing that a lien would be placed on the homes of those who fail to pay back to the City their respective assessments.

7. Mr. Raymond Yamaguishi of Hetch Hetchy advises that the $1,049,500 would specifically come from a capital program fund for the Bureau of Light, Heat and Power called Hetch Hetchy's Street Light Facilities Repair and Replacement Fund. Mr. Yamaguishi reports that this capital program fund currently contains approximately $1,229,000, which amount would be available in the FY 1994-95 budget. As noted above, Hetch Hetchy is proposing to advance DPW $500,000 from this fund for the Dolores Heights Assessment District in FY 1994-95. According to Mr. Yamaguishi although Hetch Hetchy is proposing to make these funds available to the DPW, the Public Utilities Commission has not, as yet, given its formal approval for Hetch Hetchy to take such action.

8. As noted above, the Board of Supervisors previously approved Ordinance 367-92 creating Underground District No. 318 in the Dolores Heights District. This ordinance was in response to a petition by the majority of the property owners in Dolores Heights which requested the undergrounding of the utilities in this District.

**Recommendations:** 1. Approval of the proposed ordinance (Item 5, File 52-94-2) is a policy matter for the Board of Supervisors.

2. Approval of the proposed resolutions (Items 6 and 7, Files 52-94-2.1 and 52-94-2.2) are policy matters for the Board of Supervisors.

3. Refer the proposed resolution (Item 8 File 52-94-2.3) without recommendation to the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

# CALENDAR

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, JUNE 16, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

ABSENT: SUPERVISOR MAHER - FOR VOTE ON ITEMS 5 - 8

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 40-94-9. [Extend Residential Parking Area "K"] Resolution extending Buffer Zone A-K of Residential Permit Parking Area "K" in the Cow Hollow/Golden Gate Valley and adding Broadway, between Van Ness Avenue and Franklin Street, north side; Franklin Street, between Broadway and Vallejo Street, both sides; Vallejo Street, between Franklin Street and Van Ness Avenue, south side; Van Ness Avenue, between Vallejo Street and Broadway, west side, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(b) File 40-94-10. [Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market area and adding Clara Street, between Fourth and Sixth Streets, south side, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION: Consent Calendar recommended.

## REGULAR CALENDAR

2. File 9-94-1. [Street Acceptance, 26th Street, Between Treat and Harrison] Ordinance accepting roadway, including curbs, of Twenty-Sixth Street, between Treat Avenue and Harrison Street. (Department of Public Works)

   ACTION: Hearing held. Recommended.

3. File 115-94-3. [Planning Code Amendment/Advertising RH-1D District] Ordinance amending Planning Code by amending Section 603 thereof, to permit advertising in an RH-1D District adjacent to a C-2 District, provided that such advertising faces a C-2 District, and adopting findings pursuant to City Planning Code Section 101.1. (Supervisor Kaufman)

   (Approved by City Planning Commission Resolution No. 13697)
   (General Rule Exclusion from Environmental Impact Review)

   ACTION: Hearing held. Amended on page 1, line 3, after "advertising", by adding "on publicly-owned property". Further amended on page 3, line 3, after "on", by adding "publicly owned property on". Recommended as amended. New title: "Amending Planning Code by amending Section 603 thereof, to permit advertising on publicly owned property in an RH-1D District adjacent to a C-2 District, provided that such advertising faces a C-2 District, and adopting findings pursuant to City Planning Code Section 101.1."

4. File 200-94-2. [Test Period for Automatic Public Toilets] Resolution urging the Chief Administrative Officer to direct the Department of Public Works to conduct a test of two of the automatic public toilets manufactured and leased by the JCDecaux United Street Furniture, Inc. for a period of six months in two locations, one in the Tenderloin and one on Market Street. (Supervisors Bierman, Kaufman)

   ACTION: Hearing held. Consideration continued to the Call of the Chair.

5. File 52-94-2. [Underground District, Dolores Heights] Ordinance amending Ordinance No. 367-92 to request that utility companies pay certain service lateral costs to be incurred in connection with the undergrounding of facilities within the Dolores Heights District; companion measure to Files 52-94-2.1, 52-94-2.2 and 52-94-2.3. (Also see Files 52-92-6, 52-92-6.1, 52-93-1 and 52-93-1.1) (Department of Public Works)

   (Continued from 5/19/94)

   ACTION: Hearing held. Consideration continued to July 21, 1994, meeting.

6. File 52-94-2.1. [Lighting Assessment District] Resolution approving the Engineer's Report prepared and filed by the City Engineer in the formation proceedings for Assessment District No. 92-2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; companion measure to Files 52-94-2, 52-94-2.2, and 52-94-2.3. (Also see Files 52-92-6, 52-92-6.1, 52-93-1, and 52-93-1.1) (Department of Public Works)

(Continued from 5/19/94)

ACTION: Hearing held. Consideration continued to July 21, 1994, meeting.

7. File 52-94-2.2. [Lighting Assessment District] Resolution announcing the intent to undertake to form an Assessment District pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; describing the intended improvements; indicating the location of the proposed Assessment District; and giving notice of the time and place for the two public hearings on the question of the formation of the proposed Assessment District and on the levy of the proposed assessment; companion measure to Files 52-94-2, 52-94-2.1, and 52-94-2.3. (Also see Files 52-92-6, 52-92-6.1, 52-93-1, and 52-93.1.1.) (Department of Public Works)

(Continued from 5/19/94)

(This resolution would set September 6 and September 19, 1994, at 3:00 p.m., as the dates for public hearings before the Board.)

ACTION: Hearing held. Consideration continued to July 21, 1994, meeting.

8. File 52-94-2.3. [Lighting Assessment District] Resolution announcing the formation of Assessment District No. 92-1 pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; confirming the diagram and assessments as described in the Engineer's Report; ordering the improvements; and levying the first annual assessment; companion measure to Files 52-94-2, 92-94-2.1, and 52-94-2.2. (Also see Files 52-92-6, 52-92-6.1, 52-93-1, and 52-93-1.1) (Department of Public Works)

(FISCAL IMPACT)

(Continued from 5/19/94)

(This item will be sent to Board without recommendation to be heard at public hearings to be scheduled for September 6 and September 19, 1994.)

ACTION: Hearing held. Consideration continued to July 21, 1994, meeting.

SF
S90.46
#2
6/16/94
C.2

DOCUMENTS DEPT.
JUN 21 1993
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## SPECIAL MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, JUNE 16, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

CLERK: GAIL JOHNSON

1. File 85-94-3. Hearing to consider the Central Freeway Alternatives Study. (Supervisor Bierman)

   ACTION: Hearing held. Consideration continued to the Call of the Chair.

92.44
7/94

BOARD of SUPERVISORS

SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

City Hall
San Francisco 94102
554-5184

DOCUMENTS DEPT.
JUL 5 1994
SAN FRANCISCO
PUBLIC LIBRARY

## NOTICE OF CANCELED MEETING

## HOUSING AND LAND USE COMMITTEE

NOTICE IS HEREBY GIVEN that the regularly scheduled meeting of the Housing and Land Use Committee for Thursday, July 7, 1994, at 10:00 a.m., has been canceled.

The next regular meeting of the Housing and Land Use Committee will be held on Thursday, July 21, 1994, at 10:00 a.m., in Room 228, City Hall.

John L. Taylor
JOHN L. TAYLOR
Clerk of the Board

POSTED: JUNE 30, 1994

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 235, CITY HALL
SAN FRANCISCO, CA 94102

**IMPORTANT**
**HEARING NOTICE**

ST
590.46
#3
7/21/94

CITY AND COUNTY OF SAN FRANCISCO

Public Library, Documents Dept.
ATTN: Jane Judson

# BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
JUL 21 1994
SAN FRANCISCO
PUBLIC LIBRARY

July 19, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst RECOMMENDATIONS

**SUBJECT:** July 21, 1994 Housing and Land Use Committee Meeting

Item 2 - File 55-94-1

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of June 2, 1994.

**Department:** Department of Parking and Traffic (DPT)

**Item:** Resolution designating Turk Street, between Jones Street and Arguello Boulevard, as a "Through Highway."

**Description:** In San Francisco's Master Plan for the Downtown Area, Turk Street, between Jones Street and Gough Street, has been designated as a "Primary Vehicular Street." A "Primary Vehicular Street" is a designation whose function is to distinguish routes with primarily transit and bicycle functions from routes with primarily vehicular functions.

The Transportation Element of the City's Master Plan designates Turk Street, between Gough Street and Masonic Street, as a "Major Thoroughfare," which is defined as a cross-town route whose major function is to link districts within the City and to distribute traffic from and to the freeways.

Turk Street, between Masonic Street and Arguello Boulevard, has been designated as a "Secondary Thoroughfare" by the Transportation Element of the City's Master Plan. A "Secondary Thoroughfare" is defined as an intra-district route of varying capacity serving as a local distributor for major thoroughfares.

City Resolution 6610 (Series of 1939) designates certain City streets as "Through Highways," which are defined as highways or portions thereof at the entrance to which vehicular traffic from intersecting highways is regulated by stop signs or traffic control signals. A "Through Highway" designation allows the Department of Parking and Traffic (DPT) to install traffic signals or stop signs at entrances along the "Through Highway."

There are 11 intersections along Turk Street at which there are currently no traffic signals or signs. These 11 streets which intersect with Turk Street are:

Rossi Avenue
Temescal Street
Roselyn Street
St. Joseph's Avenue
Nido Avenue
Lyon Street
Beaumont Avenue
Kittredge Terrace
Annapolis Street
Tamalpais Street
Central Avenue

The DPT is therefore proposing that Resolution 6610 be amended to include Turk Street as a "Through Highway," so that stop signs may be installed at each of the above 11 streets which intersect with Turk Street. The DPT reports that stop signs will be installed only on these 11 streets and not on Turk Street. Since all of the foregoing streets intersect but do not extend beyond Turk Street, only 11 stop signs are needed.

The DPT reports that the cost of installing a stop sign is approximately $165 per stop sign, including labor and materials. Thus, the total estimated cost of installing the 11 stop signs will be $1,815. The source of funding will be the DPT's current FY 1994-95 Operating Budget.

**Comment:** According to Mr. Ben Yee of DPT, due to the public's concerns regarding the designation of Turk Street as a "Through Highway," the Department is requesting that this item be tabled at the July 21, 1994 Housing and Land Use Committee Meeting.

**Recommendation:** Table the proposed resolution, as requested by the Department of Parking and Traffic.

**BOARD OF SUPERVISORS**
**BUDGET ANALYST**

Item 6 - File 97-94-13

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of February 17, 1994.

**Department:** Rent Board

**Item:** Ordinance amending the San Francisco Administrative Code by amending Section 37.9A to limit payment of relocation assistance to tenants in lower income households.

**Description:** Section 37.9A of the Administrative Code outlines procedures for local compliance with a State law known as the Ellis Act (State Government Code 7060). The purpose of the Ellis Act is to limit local government's power to prevent private residential rental property owners from removing their properties from the rental market. However, the Ellis Act does permit local governments to adopt some measures to minimize the impact of the removal of properties from the rental market on displaced tenants. One such measure is the payment of relocation assistance to tenants by property owners.

The Rent Board reports that a 1992 Appellate Court decision held that the Ellis Act requires that the payment of relocation assistance must be based on household income status, such that only lower income households would be entitled to receive such assistance. Currently, under Section 37.9A (f), all tenants that are displaced as a result of an owner removing his or her property from the rental market because they are no longer interested in being in the rental business, are eligible for relocation assistance. Accordingly, in order to be in conformance with the Appellate Court decision, Section 37.9A (f) must be amended to provide that relocation payments shall be limited to tenants who are members of lower income households, who are elderly, or who are disabled as defined by Section 50079.5 of the California Health and Safety Code. Section 50079.5 defines lower income households, as persons and families whose income does not exceed the qualifying limits for lower income as established and amended from time to time, pursuant to Section 8 of the United States Act of 1937.

Additionally, under the proposed legislation, only tenants who are members of lower income households who are displaced due to an owner removing his or her property from the rental market, shall be entitled to receive one-time relocation payments as follows: (1) $1,500 if the unit is a studio (one or two rooms), (2) $1,750 if the unit is a one-bedroom (three rooms), (3) $2,500 if the unit contains two or more separate bedrooms and (4) $3,000, irrespective of the size of the unit, if the tenant is 62 years of age or older or is disabled, as defined by Section 50072 of the California Health and Safety Code. Such one-time payments would be paid to the tenant by the owner of the property. The Mayor's Office of Housing (MOH) would annually determine the income limits for lower income households, adjusted for household size.

**Comments:** 1. Mr. Joe Grubb of the Rent Board advises that the proposed legislation would not affect the workload of the Rent Board and would have no fiscal impact on the City.

2. According to Mr. Grubb the proposed legislation would affect a negligible number of households in the City because there are very few tenants who are displaced as a result of an owner choosing to remove his or her property from the rental market.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 7 - File 124-94-3

**Department:** Police Department
Department of Parking and Traffic

**Item:** Ordinance amending Sections 11.2, 11.3 and 11.4 of Article 1.1 of the San Francisco Traffic Code, pertaining to Vehicle Press Parking Cards.

**Description:** Section 11.1 of the San Francisco Traffic Code defines a News-Gathering Vehicle as a vehicle operated by an employee of a newspaper, radio or television station, whose primary duty is to gather or photograph news events. Such employees have been issued a Vehicle Press Card by the Chief of Police.

Section 11.2, Issuance of Vehicle Press Card would be amended to require the following:

- The application for a Vehicle Press Card shall verify in writing that each person for whom a Vehicle Press Card is requested holds a full-time position with a newspaper, radio or television station organization and that the person's duties primarily involve the actual gathering of news outside the organization's main office.
- Vehicle Press Cards shall be valid for one year and a new application is required each year.
- The Chief of Police may request documentation or evidence to support and verify any information supplied on an application for a Vehicle Press Card.
- Print media whose publications are not published more than once a month are not eligible to receive Vehicle Press Cards.

Section 11.3, Exemption From the Provisions of this Code (Traffic Code), currently states that the provisions of the Traffic Code regulating the parking of vehicles shall not apply to news-gathering vehicles for which a Vehicle Press Card has been issued while the automobile is being operated by a newspaper, radio or television station employee actually engaged in gathering or photographing news events for a period of time not greater than two hours or the actual duration of the news event, whichever is greater. The proposed ordinance would amend Section 11.3 to require the

Vehicle Press Card to be current and to be properly displayed.

Section 11.4, Display of Vehicle Press Card, currently requires that the Vehicle Press Card be displayed so that it is clearly visible from outside the automobile. The proposed ordinance would amend Section 11.4 to stipulate that the Vehicle Press Card only be used when the vehicle is actively involved in news gatherings and that the Vehicle Press Card shall not be attached to the vehicle's windows.

**Comment:** Item 8, File 207-94-6 of this report is a hearing to consider the issuance of Vehicle Press Cards by the Police Department.

**Recommendation:** Approval of the proposed amendments to the Traffic Code is a policy matter for the Board of Supervisors.

Item 8 - File 207-94-6

**Note**: This item was continued by the Housing and Land Use Committee at its meeting of April 21, 1994.

**Departments:** Police Department
Department of Parking and Traffic

**Item:** Hearing to consider the issuance of Vehicle Press Cards (also known as vehicle press passes) by the San Francisco Police Department.

**Description:** Section 11.2 of the San Francisco Traffic Code governs the issuance of Vehicle Press Cards by the Police Department to members of the media. Section 11.2 states that Vehicle Press Cards shall be issued to a newspaper, radio or television station upon application by the owner thereof or by a person designated by the owner. Section 11.3 states that for a news-gathering vehicle to be exempt from certain provisions of the Traffic Code, such as the requirement to pay for metered parking, the operator of the news-gathering vehicle must actually be engaged in the gathering or photographing of a news event for a period of time not greater than two hours or the actual duration of the news event, whichever is greater.

Officer Dave Ambrose of the Police Department reports that, in accordance with the City's Traffic Code, the Police Department has, for many years, issued Vehicle Press Cards, which expire annually on December 31. According to Officer Ambrose, approximately 1,000 Vehicle Press Cards are issued every year. However, Officer Ambrose reports that the Police Department discontinued issuing Vehicle Press Cards in the fall of 1993 and as such, any and all Vehicle Press Cards currently in circulation have expired as of December 31, 1993. Officer Ambrose reports that the Police Department took this action due to a letter written last year by the City Attorney's Office to the Director of the Department of Parking and Traffic regarding whether the State Vehicle Code expressly authorizes Vehicle Press Cards (see Comment No. 2 below).

In addition, Officer Ambrose reports that the Department of Parking and Traffic (DPT) proposed an ordinance (File 124-93-9) in the fall of 1993 that would transfer the responsibility for the issuance of Vehicle Press Cards from the Police Department to DPT. According to Ms. Lisbet Engberg of DPT, DPT proposed this ordinance since DPT is responsible for the enforcement of the San Francisco Traffic Code and the adjudication of all traffic citations issued. Officer Ambrose of the Police Department reports that the Police Department supported DPT's proposed ordinance. However, the Housing and Land Use Committee tabled the proposed ordinance at its meeting on March 3, 1994.

**Comments:**

1. According to Ms. Engberg, DPT is currently not ticketing news-gathering vehicles that display Vehicle Press Cards that have expiration dates of December 31, 1993 unless there is another violation that warrants such ticketing. Ms. Engberg reports that last year, DPT, as the enforcement agency for the San Francisco Traffic Code, informed existing holders of Vehicle Press Cards that DPT would honor Vehicle Press Cards with expiration dates of December 31, 1993 but that DPT would begin more rigorous enforcement of parking time limits for news-gathering vehicles.

2. According to Mr. Lawrence Wayte of the City Attorney's Office, Vehicle Press Cards are not specifically authorized under the State Vehicle Code and there is therefore some concern that San Francisco's issuance of Vehicle Press Cards would be preempted by State law. However, Mr. Wayte advises that it has not been determined that it is illegal for the City to issue Vehicle Press Cards and that only a State court can make the ultimate determination of whether the City's existing provision under the City's Traffic Code is preempted by the State Vehicle Code. Mr. Wayte reports that to date, there have been no court decisions interpreting the validity of Vehicle Press Cards. However, Mr. Wayte also advises that if a State court were to rule that San Francisco's Vehicle Press Cards ordinance was preempted by State law, and as such, San Francisco's ordinance was unenforceable, then the City would no longer have the authority to exempt vehicles with Vehicle Press Cards from parking regulations and the City might, at that point, want to consider urging the State Legislature to amend the State Vehicle Code to authorize the issuance of Vehicle Press Cards and the exemption of press vehicles from parking regulations.

3. According to Ms. Engberg, the San Francisco Traffic Code is not clear in its definition of what constitutes a news event. Consequently, DPT has instructed its Parking Control Officers to use their best judgment when deciding whether or not to ticket a vehicle displaying a Vehicle Press Card. According to both Ms. Engberg and Officer Ambrose, both DPT and the Police Department agree that news events, for purposes of issuing Vehicle Press Cards, should generally be defined as unscheduled, late-breaking news events, such as Police or Fire emergencies. Mr. Wayte advises that, while it is not necessary to amend the San Francisco Traffic Code to develop and implement a set of such guidelines, such an

amendment to the Traffic Code would likely make the guidelines easier to enforce.

4. Officer Ambrose reports that the Police Department has never charged a fee for issuing Vehicle Press Cards. In addition, Ms. Engberg advises that DPT has estimated that the City is losing approximately $748,800 annually in parking meter revenues due to the usage of Vehicle Press Cards by the media. Ms. Engberg reports that this calculation of annual lost revenue is based on the assumption that: (1) there are 960 Vehicle Press Cards in circulation, (2) at any point in time, 50 percent of the 960 Vehicle Press Cards are in use and on display in parked news-gathering vehicles that, as such, do not have to pay for metered parking, (3) vehicles displaying the Vehicle Press Cards park, on average, six hours per day, five days per week, and (4) the average hourly metered parking revenue foregone, due to the usage of the Vehicle Press Cards, is approximately $1.

5. Ms. Engberg reports that in 1993, she conducted a telephone survey of the Parking and/or Police Departments in Sacramento, San Jose, Los Angeles and San Diego and was informed that all of those jurisdictions require the media to fully comply with all parking regulations.

6. Item 7, File 124-94-3 of this report is an ordinance to amend Sections 11.2, 11.3 and 11.4 of the San Francisco Traffic Code pertaining to Vehicle Press Cards.

Item 9 - File 43-94-1

**Department:** Public Utilities Commission

**Item:** Resolution establishing a policy on alternative street lighting fixtures.

**Description:** The proposed resolution would establish the policy of the City and County of San Francisco that residents and businesses in the City should be permitted to have alternative street lighting fixtures.

The proposed resolution would provide that the Public Utilities Commission (PUC) and the Department of Public Works would notify the residents of a neighborhood in advance, if and when street lighting is to be altered or changed. Additionally, the proposed resolution provides that San Francisco residents and business should be permitted to have alternative street lighting fixtures instead of standard street lighting fixtures in their neighborhoods as part of a lighting district (such as the Alamo Square Historical District - see Item 10, File 191-94-2 of this report), provided that the residents and businesses are willing to pay for the increased capital costs that the alternative street lighting fixtures would require.

**Comments:** 1. Mr. Larry Klein of Hetch Hetchy reports that he is in the process of submitting a resolution for approval of the PUC pertaining to alternative lighting policy. According to Mr. Klein, the proposed PUC resolution states that if alternative lighting is preferred by a business or group of residents, any capital costs over the capital costs for standard City lighting is to be fully paid for by the business or resident group.

2. If the proposed resolution is approved, the residents of Alamo Square would be able to obtain alternative lighting in their historical district so long as any excess of capital costs for special lighting over the capital costs for standard lighting are fully funded by the residents.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Item 10 - File 191-94-2

1. This item is a hearing to consider the removal of the historic street lights in the Alamo Square Historic District.

2. Alamo Square is an historical district of San Francisco located in the Western Addition. It is bordered by Fulton, Steiner, Hayes and Scott streets, on which there is a total of 37 streetlights. Of these 37 streetlights, 14 were considered "historic" streetlights, resembling light fixtures from an older era. However, the Bureau of Light, Heat & Power (BLHP) and Hetch Hetchy report that the "historic" light fixtures only look historic and that they are actually 22 years old. According to the BLHP, the 14 "historic" light fixtures in this historical district (located primarily on Steiner and Scott streets) were no longer adequately lighting the streets. In May, 1994, the BLHP removed 10 of the 14 "historic" streetlights and replaced them with a more modern type of streetlight at a cost, according to the BLHP, of $1,886 ($188.60 x 10 lights) from its 1993-94 maintenance fund budget.

3. Mr. Wayne Corn, a representative for the Alamo Square Concerned Residents, states that the residents of Alamo Square want improved lighting in their neighborhood but not at the risk of losing the "historic" light fixtures. Mr. Corn reports that the residents of Alamo Square were not notified that the "historic" lights were going to be replaced and that the residents should have been contacted prior to such actions.

4. Mr. Lawrence Klein of Hetch Hetchy reports it was his understanding that the 10 lights that were replaced were done so at the communities' request for an increase in lighting levels. Mr. Klein advises that in this replacement process it was discovered that some of the 22-year old light fixtures were no longer serviceable and presented a hazard to the community. Mr. Klein further reports that the BLHP had not received any negative feedback from the community about the improved lighting until recently. Mr. Klein advises that the BLHP, at the request of the Alamo Square residents, stopped further conversions of the streetlights until the matter could be discussed.

5. Mr. Corn reports that it is the understanding of Alamo Square Concerned Residents that the "historic" streetlights date from the turn of the century. The BLHP and the Hetch Hetchy Departments report that the street lights are actually 22 years old.

6. According to Mr. Ray Yamagishi of the BLHP, the residents of Alamo Square initially informed the BLHP that they wanted the 10 removed "historic" lights to be restored. However, Mr. Yamagishi advises that the Alamo Square Concerned Residents now desire that all 37 lights bordering Alamo Square be replaced with a lighting fixture that resembles the original "historic" streetlights.

7. Mr. Yamagishi states that as a result of discussions with Mr. Corn, the BLHP decided to refurbish and reinstall the 10 previously removed "historic" streetlights. One of the 10 removed "historic" streetlights was reinstalled on July

7, 1994, with the remaining nine to be reinstalled beginning July 11, 1994. However, according to Mr. Yamagishi, restoration of the remaining nine previously removed "historic" streetlights was put on hold at the request of Mr. Corn. Mr. Yamagishi advises that Mr. Corn prefers to have all 37 streetlights in the area replaced with a new fixture that resembles the "historic" streetlights. Therefore, the restoration of the original lights is on hold pending this hearing to decide whether the 37 streetlights will be changed to resemble the original, "historic" streetlights. Mr. Yamagishi reports that a lighting fixture similar in appearance to the original, "historic" lighting fixtures may be on the market by November, 1994.

8. The cost for each of the new "historic" fixtures due on the market by November, 1994, excluding labor, would be approximately $550 per light, or $20,350 ($550 x 37 lights). Mr. Yamagishi advises that the BLHP did not include funds in its FY 1994-95 budget for such a project.

## Comments

1. Item 9, File 43-94-1 of this report, if approved by the Board of Supervisors, would establish a policy providing that San Francisco residents and business should be permitted to have alternative street lighting fixtures instead of standard street lighting fixtures in their neighborhoods as part of a lighting district (such as Alamo square Historical District), provided that the residents and businesses are willing to pay for the increased capital costs that the alternative street lighting fixtures would require.

2. The Department requests that this item be continued pending the completion of discussions with the Alamo Square Concerned Residents pertaining to alternative funding for 37 "historic" streetlights.

Items 11, 12, 13 and 14 - Files 52-94-2, 52-94-2.1, 52-94-2.2 and 52-94-2.3

**Note**: These items were continued by the Housing and Land Use Committee at its meeting of June 16, 1994.

**Department:** Department of Public Works (DPW)

**Items** Item 11, File 52-94-2 - Ordinance amending Ordinance No. 367-92 to request that utility companies pay for certain costs to install conduit (pipe) for electrical and telephone hookups which would be incurred by property owners in connection with the undergrounding of the Dolores Heights District.

Item 12, File 52-94-2.1 - Resolution approving the Engineer's Report prepared and filed by the DPW in the formation proceedings for Assessment District No. 92-2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Public Works Code for the purposes of installing street lighting in the Dolores Heights District.

Item 13, File 52-94-2.2 - Resolution announcing the intent to undertake to form an Assessment District pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the Public Works Code for the purposes of installing street lighting in the Dolores Heights District, and (1) describing the intended improvements, (2) indicating the location of the proposed Assessment District, and (3) given notice of the time and place for the two public hearings on the question of the formation of the proposed Assessment District and on the levy of the proposed assessment.

Item 14, File 52-94-2.3 - Resolution announcing the formation of Assessment District No. 92-2 pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the Public Works Code for the purposes of installing street lighting in the Dolores Heights District, and (1) confirming the diagram and assessments as described in the engineer's report, (2) ordering the improvements, and (3) levying the first annual assessment.

**Description:**

In the fall of 1992, the Board of Supervisors approved Ordinance 367-92 creating Underground District No. 318 in the Dolores Heights District, which includes sections of Church Street, Cumberland Street, Sanchez Street, Twentieth Street, Liberty Street, Twenty-first Street, Twenty-Second Street, Rayburn Street, Dorland Street, Dolores Street, Castro Street, Noe Street, Guerrero Street, Nineteenth Street and all of Dolores Terrace. That ordinance found that the undergrounding of electrical and other utility poles, structures or wires within this area is in the general public interest by eliminating a heavy concentration of overhead wires in a scenic area.

Currently, property owners are responsible for the conversion costs of their property to accommodate the underground utilities. According to the DPW, such conversion costs each property owner approximately $1,000 to $1,500. A part of this conversion involves the installation of a conduit (pipe) for electrical and telephone hook up, which must extend out to the property line. The proposed ordinance (Item 11, File 52-94-2) would amend Ordinance 367-92 to provide that the utility companies, Pacific Bell and Pacific Gas and Electric (P. G. & E.), which provide the undergrounding facilities, pay for up to 100 feet of this required conduit. According to the DPW, this proposed cost to the utility companies is allowed under a ruling by the State of California Public Utilities Commission. The DPW advises that if this proposed ordinance is approved, it would represent the first time that the utility companies would be required to pay these proposed costs.

The Board of Supervisors also previously approved a resolution providing for the formation of the Dolores Heights Assessment District (Assessment District No. 92-2) and authorizing the preparation of an Engineer's Report, by the DPW, on this proposed Assessment District (File 52-92-6.1). The Engineer's Report has been filed with the Clerk of the Board's Office. This report consists of the following seven parts: (1) plans and specifications for the improvements (which includes the installation of street lights and related equipment), (2) estimate of the City's costs for these improvements (3) an assessment of the estimated cost of the improvements on each property owner, (4) a statement regarding the method used for determining the amount to be assessed from each property owner, (5) a list of the property owners within the Assessment District, (6) a diagram showing all of the parcels of real property within the Assessment District and (7) options for deferment of assessment costs, available to senior citizens

and blind or disabled persons under the State Homeowner's Tax Postponement Program. Item 12, File 52-94-2.1 is a proposed resolution which would approve the Engineer's Report as prepared by the DPW.

On December 2, 1993, the Board of Supervisors adopted another resolution (File 52-93-1.1) to redefine the proposed Assessment District by adding additional sections of Nineteenth Street, Liberty Street and Noe Street.

The proposed resolution (Item 13, File 52-94-2.2) would (1) set a time and place for a hearing to allow public testimony on the proposed Assessment District No. 92-2 as required by the State Brown Act and (2) set a time and place for the Protest Hearing on the proposed Assessment District No. 92-2 as required by the State Landscaping and Lighting Act.

The proposed resolution (Item 14, File 52-94-2.3) would announce the formation of the proposed Assessment District No. 92-2 and order the improvements to be made as described in the DPW Engineer's Report. This resolution would be considered by the Board of Supervisors following the two hearings noted above under Item 13.

**Comments:**

1. The utility companies, Pacific Bell and P. G. & E. will provide funds for the undergrounding of their facilities, while the City is responsible for providing funds for new street lighting which will be owned, operated, and maintained by the City. There has been a long-standing agreement between the City and P. G. & E. that all street lights being undergrounded in City neighborhoods would belong to the City's Bureau of Light, Heat and Power. According to the DPW, based on past experience, for every $1 the City contributes to the undergrounding project, the utility companies provide approximately $9.

2. The DPW is proposing that the City's portion of design construction and related costs be paid for by funds advanced by Hetch Hetchy, as was the case with a prior undergrounding project involving Sutro Heights District. Such funds would be reimbursed to the City by affected Dolores Heights property owners upon completion of the project, which is estimated to take approximately two and one-half years.

3. According to the Engineer's Report prepared by the DPW, it will cost an estimated maximum of $1,049,500 to complete the City's portion of the project as follows:

| | | |
|---|---|---|
| Construction Contract | $708,500 | |
| Construction Contingency (15%)* | 106,000 | |
| Total Construction Costs | | $814,500 |
| P. G. & E. Connections | 15,000 | |
| Project Management | 70,000 | |
| Planning Design | 70,000 | |
| Construction Management | 70,000 | |
| Emergency Systems | 10,000 | |
| Subtotal | | 235,000 |
| Total Project | | $1,049,500 |

*Mr. Tom Trimbur of the DPW reports that the Contingency amount is 15 percent of the construction costs as opposed to the standard 10 percent because the hilly terrain in the Dolores Heights District makes it very difficult to determine the actual amount of construction work that will be required to complete this project.

4. As noted above, the DPW reports that this project, once it is underway, will take approximately two and one-half years to complete. Mr. Trimbur reports that Hetch Hetchy has already advanced $20,000 for preparation of the Engineer's Report and project management. According to Mr. Trimbur, Hetch Hetchy is now proposing to advance $500,000 for the first year of the project, $500,000 for the second year and, if needed, $49,500 for the last six months of the project for a total of $1,049,500. The entire $1,049,500 would be used to pay for project construction work and related activities. Mr. Trimbur advises that the project cannot go out to bid until such annual funding is in place so therefore, it is necessary for Hetch Hetchy funds to be advanced to the Dolores Heights Assessment District.

5. The DPW anticipates that Hetch Hetchy's Bureau of Light, Heat and Power will perform the design work for this project and that the DPW will assume contract management responsibilities. According to the DPW, the construction contract will go through a competitive bidding process.

6. The Engineer's Report estimates that the cost to each of the 481 property owners in the Dolores Heights Assessment District for the City's replacement of street lights will range from a minimum assessment of $217 to a maximum assessment of $7,765, with an average of approximately $2,000. As previously noted, these monies will be used to reimburse Hetch Hetchy for the City's costs. Mr. Trimbur advises that DPW will ensure that the affected property owners of the Dolores Heights District will repay Hetch Hetchy upon the conclusion of this project by providing that a lien would be placed on the homes of those who fail to pay back to the City their respective assessments.

7. Mr. Raymond Yamagishi of Hetch Hetchy advises that the $1,049,500 would specifically come from a capital program fund for the Bureau of Light, Heat and Power called Hetch Hetchy's Street Light Facilities Repair and Replacement Fund. Mr. Yamagishi reports that this capital program fund currently contains approximately $1,227,000, which amount would be available in the FY 1994-95 budget. As noted above, Hetch Hetchy is proposing to advance DPW $500,000 from this fund for the Dolores Heights Assessment District in FY 1994-95. According to Mr. Yamagishi, although Hetch Hetchy is proposing to make these funds available to the DPW, the Public Utilities Commission has not, as yet, given its formal approval for Hetch Hetchy to take such action.

8. As noted above, the Board of Supervisors previously approved Ordinance 367-92 creating Underground District No. 318 in the Dolores Heights District. This ordinance was in response to a petition by the majority of the property owners in Dolores Heights which requested the undergrounding of the utilities in this District.

**Recommendations:**

1. Approval of the proposed ordinance (Item 11, File 52-94-2) is a policy matter for the Board of Supervisors.

2. Approval of the proposed resolutions (Items 12 and 13, Files 52-94-2.1 and 52-94-2.2) are policy matters for the Board of Supervisors.

3. Refer the proposed resolution (Item 14, File 52-94-2.3) without recommendation to the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#2
7-21-94
Revised

REVISED

# CALENDAR

Actions

DOCUMENTS DEPT.
AUG 1 1994
SAN FRANCISCO
PUBLIC LIBRARY

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, JULY 21, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

ABSENT: SUPERVISOR SHELLEY - ITEMS 2, 5, 10 - 14

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 19-94-9. [Parking Regulations, Various Locations] Hearing to consider the establishment, revocation and extension of parking regulations, various locations. (DPT Order No. 629) (Department of Parking and Traffic)

Tow-Away, No Parking Anytime - Establish
Larkin Street, west side, from 62 feet to 140 feet south of Bay Street (78-foot zone, replaces existing red zone).

Hemlock Street, both sides, from Laguna Street to west terminus (replaces existing "No Parking Anytime").

Parking Meter Area 3 (30-Minute Time Limit, 9 A.M. - 6 P.M., Monday Through Saturday) - Extend
Parker Avenue, east side, from Geary Boulevard to 104 feet southerly (104-foot zone, replaces existing green zone with four parking meter stalls).

No Parking Anytime, Other Times - Rescind
Tow-Away, No Parking Anytime - Establish
Merchant Street, between Kearny and Montgomery Streets, both sides.

No Parking Anytime - Rescind
Chumasero Drive, west side, from Galindo Avenue to 155 feet southerly (155-foot zone).

Perpendicular (90-Degree) Parking - Establish
Twenty-Fourth Street, south side, between De Haro and Rhode Island Streets (the north side will be signed for parallel parking only).

Motorcycle Parking - Establish
310 Seventh Street, west side, from 16 feet to 65 feet north of the south property line (49-foot zone).

(b) File 18-94-11. [Stop Signs, Various Locations] Hearing to consider the establishment and revocation of "Stop Signs", various locations. (DPT Order No. 629) (Department of Parking and Traffic)

Stop Signs - Establish

Twentieth and Hampshire Streets, northeast and southwest corners, stopping Twentieth Street traffic (makes this an all-way Stop).

Twenty-First and York Streets, northeast and southwest corners, stopping Twenty-First Street traffic (makes this an all-way Stop).

Jarboe Avenue and Putnam Street, northwest and southeast corners, stopping Putnam Street traffic (presently uncontrolled).

Jerrold Avenue and Mendell Street, southwest corner, stopping Jerrold Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Jennings Street and Hollister Avenue, northeast and southwest corners, stopping Hollister Avenue traffic (makes this an all-way Stop).

Jennings Street and Fitzgerald Avenue, northwest and southeast corners, stopping Jennings Street traffic (makes this an all-way Stop).

Jennings Street and Yosemite Avenue, northwest and southeast corners, stopping Jennings Street traffic (makes this an all-way Stop).

Jennings Street and Underwood Avenue, northwest and southeast corners, stopping Jennings Street traffic.

Newhall Street and Hudson Avenue, northwest and southeast corners, stopping Newhall Street traffic (makes this an all-way Stop).

Seventeenth and Capp Streets, northeast and southwest corners, stopping Seventeenth Street traffic (makes this an all-way Stop).

Twelfth Avenue and Cabrillo Street, northeast and southwest corners, stopping Cabrillo Street traffic (makes this an all-way Stop).

Vermont and Division Streets, southeast corner, stopping Vermont Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Spruce and Anza Streets, northwest corner, stopping Spruce Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Blake and Anza Streets, northwest corner, stopping Blake Street traffic (presently uncontrolled, stops the stem of this T-intersection).

(b) File 18-94-11. (CONTINUED)

Stop Signs - Establish (CONTINUED)

Collins and Anza Streets, northwest corner, stopping Collins Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Wood and Anza Streets, northwest corner, stopping Wood Street traffic (presently uncontrolled, stops the stem of this T-intersection).

McAllister Street and Parker Avenue, southwest corner, stopping McAllister Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Hill Point and Parnassus Avenues, northwest corner, stopping Hill Point Avenue traffic (presently uncontrolled, stops the stem of this T-intersection).

Andover and Richland Streets, southeast corner, stopping Andover Street traffic (makes this three-legged intersection an all-way Stop).

Andover and Park Streets, northwest corner, stopping Andover Street traffic.

Jerrold and Donahue Avenues, southwest corner, stopping Jerrold Avenue traffic (presently uncontrolled, stops the stem of this T-intersection).

Bryant Street and Precita Avenue, northeast and southwest corners, stopping Precita Avenue traffic.

Stop Sign - Rescind

Bryant Street and Precita Avenue, northwest corner, stopping Bryant Street traffic.

(c) File 40-94-11. [Residential Parking Area "U", South of Market] Resolution revising the time limitations for certain streets within Residential Permit Parking Area "U" in the South of Market area and adding Jack London Alley, between Bryant Street and South Park Avenue, east side; Jack London Alley, between Brannan Street and South Park Avenue, south sides; South Park Avenue, starting from approximately 125 feet west of the west property line of Second Street and ending at approximately 125 feet east of the east property line of Third Street, both sides, and including the park frontage, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(d) File 20-94-9. [Traffic Regulations, Various Locations] Hearing to consider the establishment and revocation of traffic regulations, various locations. (DPT Order No. 629) (Department of Parking and Traffic)

Yield Sign - Establish
Euclid Avenue, eastbound right-turn, at Masonic Avenue.

No Turn on Red - Establish
Third Street, northbound, at Howard Street;

Howard Street, westbound, at Third Street.

No Turn on Red, 6 A.M. - 7 P.M., Monday Through Friday - Establish
Bush Street, eastbound, at Sansome Street.

Tow-Away, No Stopping, 4 P.M. - 6 P.M., Except Saturday and Sunday - Rescind
Tow-Away, No Stopping, 4 P.M. - 7 P.M., Except Saturday and Sunday - Establish
Franklin Street, west side, between Post and Sacramento Streets (extends existing tow-away regulations hours).

No Left-Turn After Candlestick Events - Establish
Gilman Avenue, westbound, at Giants Drive.

No Left-Turn, Except Muni - Establish
Alvarado Street, westbound, at Castro Street.

No Left-Turn, Except Muni - Establish
Powell Street, southbound, at O'Farrell Street;

Howard Street, eastbound, at Eleventh Street.

Right Lane Must Turn Right - Establish
Twenty-Fifth Avenue, southbound, at Lincoln Boulevard.

No U-Turn - Establish
Geneva Avenue, both directions, at London Street;

Lake Merced Boulevard, northbound, at Font Boulevard.

Tow-Away, No Stopping, 7 P.M. - 7 A.M. - Rescind
Merchant Street, between Kearny and Montgomery Streets, both sides.

Tow-Away, No Stopping Anytime, Except Taxi - Rescind
Passenger Loading Only - Establish
Howard Street, north side, west of Third Street.

ACTION: Consent Calendar withdrawn. All matters considered as regular calendar items.

(a) File 19-94-9. Hearing held. Consideration continued to the Call of the Chair.

(b) File 18-94-11. Hearing held. Question divided. Question on establishing stop signs at Spruce and Anza Streets, Blake and Anza Streets, and Wood and Anza Streets severed and considered separately under File 18-94-11.1. Consideration of remainder of Department of Parking and Traffic recommendations continued to the Call of the Chair.

File 18-94-11.1. Question of "Considering the establishment of 'Stop Signs' on Spruce and Anza Streets, Blake and Anza Streets, and Wood and Anza Streets" severed from File 18-94-11. Filed (at the request of sponsor).

(c) File 40-94-11. Hearing held. Recommended.

(d) File 20-94-9. Hearing held. Consideration continued to the Call of the Chair.

## REGULAR CALENDAR

Note: It is the intention of the Chair to entertain a motion to table the following item (File 55-94-1):

2. File 55-94-1. [Designating a "Through Highway"] Resolution designating Turk Street, between Jones Street and Arguello Boulevard, as a "Through Highway". (Department of Parking and Traffic)
(Consideration continued from 6/2/94)

ACTION: Tabled (at the request of sponsor).

3. File 18-94-9. [Stop Intersections, Jackson/Cherry Streets] Resolution designating Jackson Street and Cherry Street as a Two-Way Stop. (Supervisor Shelley)

ACTION: Hearing held. Amendment of the Whole prepared in Committee. Recommended as amended. New title: "Designating Jackson Street and Cherry Street as a Four-Way Stop."

4. File 18-94-10. [Stop Intersections, Jackson/Maple Streets] Resolution designating Jackson Street and Maple Street as a Two-Way Stop. (Supervisor Shelley)

ACTION: Hearing held. Amendment of the Whole prepared in Committee. Recommended as amended. New title: "Designating Jackson Street and Maple Street as a Four-Way Stop."

5. File 24-94-2. [Appeal, Minor Sidewalk Encroachment/2930 Van Ness] Communication from Eunice Calvert-Banks, on behalf of Peter J. Logan, appealing the Department of Public Works' decision in its letter dated May 17, 1994 denying a minor sidewalk encroachment permit to construct a warped driveway ramp on the sidewalk at 2930 Van Ness Avenue.

   ACTION: Filed (at request of appellant).

6. File 97-94-13. [Rent Ordinance] Ordinance amending Administrative Code by amending Section 37.9A to limit payment of relocation assistance to tenants in lower income households. (Residential Rent Stabilization and Arbitration Board)

   ACTION: Hearing held. Consideration continued to August 4, 1994, meeting.

7. File 124-94-3. [Press Passes] Ordinance amending the Traffic Code by amending Sections 11.2, 11.3 and 11.4 pertaining to vehicle press parking cards. (Supervisor Maher)

   ACTION: Amendment of the Whole (bearing same title) prepared in Committee. Recommended as amended. Supervisors Shelley and Bierman added as co-sponsors.

8. File 207-94-6. [Press Passes] Hearing to consider the issuance of press passes by the San Francisco Police Department. (Supervisor Shelley)

   ACTION: Hearing held. Consideration continued to the Call of the Chair.

9. File 43-94-1. [Policy, Alternative Street Lighting Fixtures] Resolution establishing a policy of the City and County of San Francisco that residents and businesses in the City be permitted to have alternative street lighting fixtures. (Supervisor Maher)

   ACTION: Hearing held. Recommended. Supervisors Shelley and Bierman added as co-sponsors.

10. File 191-94-2. [Historic Streetlights, Alamo Square] Hearing to consider the removal of the historic streetlights on the Alamo Square Historic District. (Supervisors Bierman, Shelley, Alioto)

    ACTION: Consideration continued to the Call of the Chair (at the request of sponsor).

11. File 52-94-2. [Underground District, Dolores Heights] Ordinance amending Ordinance No. 367-92 to request that utility companies pay certain service lateral costs to be incurred in connection with the undergrounding of facilities within the Dolores Heights District; companion measure to Files 52-94-2.1, 52-94-2.2 and 52-94-2.3. (Also see Files 52-92-6, 52-92-6.1, 52-93-1 and 52-93-1.1) (Department of Public Works)
(Consideration continued from 6/16/94)

ACTION: Hearing held. Amended on page 3, line 5, after "pay", by adding "up to a maximum of $1,000 per service lateral". Further amended on page 3, line 6, after "undergrounding", by adding "with the per foot costs formula to be provided by the Department of Public Works." Recommended as amended.

12. File 52-94-2.1. [Lighting Assessment District] Resolution approving the Engineer's Report prepared and filed by the City Engineer in the formation proceedings for Assessment District No. 92-2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; companion measure to Files 52-94-2, 52-94-2.2, and 52-94-2.3. (Also see Files 52-92-6, 52-92-6.1, 52-93-1, and 52-93-1.1) (Department of Public Works)
(Consideration continued from 6/16/94)

ACTION: Hearing held. Recommended. (Department of Public Works to submit an alternative engineer's report on historic [post-top] lights to the Board for consideration by the Housing and Land Use Committee no later than October 20, 1994.)

13. File 52-94-2.2. [Lighting Assessment District] Resolution announcing the intent to undertake to form an Assessment District pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; describing the intended improvements; indicating the location of the proposed Assessment District; and giving notice of the time and place for the two public hearings on the question of the formation of the proposed Assessment District and on the levy of the proposed assessment; companion measure to Files 52-94-2, 52-94-2.1, and 52-94-2.3. (Also see Files 52-92-6, 52-92-6.1, 52-93-1, and 52-93.1.1.) (Department of Public Works)
(Consideration continued from 6/16/94)

ACTION: Hearing held. Amended on page 4 to fix the dates of public hearings before the Board for Monday, November 21, 1994, at 3:00 p.m, and Monday, December 5, 1994, at 3:00 p.m. Recommended as amended.

14. File 52-94-2.3. [Lighting Assessment District] Resolution announcing the formation of Assessment District No. 92-1 pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District; confirming the diagram and assessments as described in the Engineer's Report; ordering the improvements; and levying the first annual assessment; companion measure to Files 52-94-2, 92-94-2.1, and 52-94-2.2. (Also see Files 52-92-6, 52-92-6.1, 52-93-1, and 52-93-1.1) (Department of Public Works)
(Consideration continued from 6/16/94)
(FISCAL IMPACT)

ACTION: Hearing held. To Board without recommendation for consideration on November 21 and December 5, 1994.

15. File 115-94-9. [Van Ness Special Use District, Wind Standards] Ordinance amending City Planning Code Section 243 to provide that the ground level wind standards shall be applied to common usable open space provided in a project and to eliminate the ability to obtain an exception from the requirements. (Supervisor Bierman)

ACTION: Hearing held. Consideration continued to the Call of the Chair. (On July 8, 1994, legislation was referred to City Planning Commission for consideration pursuant to Planning Code Section 302[b].)

16. File 115-94-9.1. [Civic Center, Wind Conditions] Resolution urging the Mayor to urge the City Planning Commission to make adverse effect of wind conditions one of the highest criteria for building design and siting in the Civic Center area; formally requesting the State General Services Administration to make considering wind conditions an overriding priority in its design of the new State office building. (Supervisor Bierman)

ACTION: Hearing held. Recommended. (Supervisor Maher Dissenting)

SF
90.46
#1
8/4/94

BOARD of SUPERVISORS

City Hall
San Francisco 94102
554-5184

DOCUMENTS DEPT.
AUG 1 1994
SAN FRANCISCO
PUBLIC LIBRARY

## NOTICE OF CANCELED MEETING

## HOUSING AND LAND USE COMMITTEE

NOTICE IS HEREBY GIVEN that the regularly scheduled meeting of the Housing and Land Use Committee for Thursday, August 4, 1994, at 10:00 a.m., has been canceled.

The next regular meeting of the Housing and Land Use Committee will be held on Thursday, August 18, 1994, at 10:00 a.m., in Room 228, City Hall.

John L. Taylor

JOHN L. TAYLOR
Clerk of the Board

POSTED: JULY 28, 1994

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 235, CITY HALL
SAN FRANCISCO, CA 94102

**IMPORTANT**
**HEARING NOTICE**

E D 0133

Govt Documents
Public Library
Civic Center
S.F. CA 94102

SF
S90.46
#1
8/18/94

# CALENDAR

DOCUMENTS DEPT.
AUG 12 1994
SAN FRANCISCO
PUBLIC LIBRARY

## HOUSING & LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

REGULAR MEETING

THURSDAY, AUGUST 18, 1994, 10:00 A.M. ROOM 228, CITY HALL

MEMBERS: Supervisors Sue Bierman, Bill Maher, Kevin Shelley

CLERK: Gail Johnson

ACTING CLERK: Grégoire Hobson

* * * * * * * * * * * * * * *

## Disability Access

The Board of Supervisors Committee Meeting Room (228) and the Legislative Chamber of the Board are on the second floor of City Hall.

Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

There is accessible parking in the vicinity of City Hall adjacent to Davies Hall and the War Memorial Complex.

Assistive listening devices are available for use in the Meeting Room and the Board Chamber. A device can be borrowed prior to or during a meeting. Borrower identification is required and must be held by Room 235 staff.

The following services are available on request 72 hours prior to the meeting or hearing:

For American sign language interpreters or the use of a reader during a meeting, contact Violeta Mosuela at (415) 554-7704.
For a large print copy of an agenda, contact Moe Vazquez at (415) 554-4909.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

1. File 9-94-2. [Roadways Acceptance, Rebecca Lane & Bowman Court] Ordinance accepting roadways, including curbs of Rebecca Lane and Bowman Court in Assessor' Block 4720, dedicated by the C. Hillside Village Subdivision map recorded October 17, 1991 in Parcel Map Book 40 at pages 181 to 184. (Department of Public Works)

   ACTION:

2. File 124-94-9. [Vehicle Weight Limit, 6000 lbs, Market Street] Ordinance amending the Traffic Code by adding Section 28.1.95 thereto, prohibiting the operation of vehicles in excess of 6000 pounds upon a portion of Market Street, between Fremont Street and Van Ness Avenue. (Department of Parking and Traffic)

   ACTION:

3. File 7-94-9. [MUNI Service Quality and Management Efficiency] Hearing on implementation of the new Transportation Commission in terms of improving MUNI service quality and management efficiency. (Supervisor Leal)

   ACTION:

4. File 7-94-10. [MUNI Capital Improvement Projects] Hearing to consider the Transportation Commission's implementation of several major MUNI capital improvement projects over the coming decade and how these projects will improve service and when. (Supervisor Leal)

   ACTION:

5. File 7-94-11. [MUNI Castro Shuttle Service] Hearing to consider feasibility of establishing a MUNI Castro shuttle, whereby MUNI would operate limited service between the Embarcadero Station and Castro Station. (Supervisor Leal)

   ACTION:

6. File 97-94-13. [Rent Ordinance] Ordinance amending Administrative Code by amending Section 37.9A to limit payment of relocation assistance to tenants in lower income households. (Residential Rent Stabilization and Arbitration Board)

   (Continued from 7/21/94)

   ACTION:

7. File 111-94-2.1. [Telegraph Hill Interim Contorls Freeze Order] Resolution ordering and directing the Zoning Administrator, Superintendent of the Bureau of Building Inspection and other permit issuing or approving agencies, including the Board of Permit Appeals, to suspend action on applications fo permits filed on or after June 18, 1994, which would be prohibited by the proposed Telegraph Hill Scenic Conservation District adopted by the Board of Supervisors. (Supervisor Maher) (Companion to the following file)

   ACTION:

8. File 111-94-2. [Interim Controls, Telegraph Hill] Resolution imposing Interim Zoning Controls for a period of 18 months to establish the Telegraph Hill Scenic Conservation District applicable to all lots classified as residential use (R Districts) in Assessor's Blocks 54, 55, 60, 61, 62, 77, 78, 79, 85, 87, 88, 103, 104, 105, 106, 113, 114, 115 and 116, limiting height and floor area ratio and providing for special design review by the City Planning Commission. (Supervisor Maher) (Companion to the preceeding file.)

   ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 235, CITY HALL
SAN FRANCISCO, CA 94102

IMPORTANT
HEARING NOTICE

E D 0133

Govt Documents
Public Library
Civic Center
S.F. CA 94102

SF
S90.46
#3
8/18/94

CITY AND COUNTY OF SAN FRANCISCO

Public Library, Documents Dept.
ATTN: Jane Judson

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

August 16, 1994

DOCUMENTS DEPT.
AUG 1 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst RECOMMENDATIONS

**SUBJECT:** August 18, 1994 Housing and Land Use Committee Meeting

Item 2 - File 124-94-9

| | |
|---|---|
| **Department:** | Department of Parking and Traffic (DPT)<br>Municipal Railway (MUNI) |
| **Item:** | Ordinance amending the Traffic Code by adding Section 28.1.95 thereto, prohibiting the operation of vehicles in excess of 6,000 pounds upon a portion of Market Street, between Fremont Street and Van Ness Avenue. |
| **Description:** | The existing streetcar platforms on Market Street are concrete islands approximately six inches in height located between the streetcar tracks (in the two center lanes of Market Street) and the outer lanes. In order to improve accessibility to Municipal Railway (MUNI) streetcars for handicapped persons, as well as to comply with the Federal Americans with Disabilities Act (ADA) requirements, MUNI plans to modify six of the MUNI streetcar platforms on Market Street, between Fremont Street and Van Ness Avenue. Such modifications will consist of installing a ramp averaging 28 feet in length (depending on the slope of the street), leading from the existing platform up to a six foot long, six foot wide and 34-inch high boarding platform on the rear end of the island. MUNI will modify the platforms at the following streetcar stops: 1) Market Street at Van Ness Avenue (both eastbound and westbound directions), 2) Market Street at Kearny Street (westbound direction only), |

3) Market Street at Seventh Street (eastbound direction only), 4) Market Street at Hyde Street (westbound direction only), and 5) Market Street at Third Street (eastbound direction only).

Because of safety concerns, both MUNI and the Department of Parking and Traffic (DPT) are proposing to prohibit vehicles in excess of 6,000 pounds in the two center lanes of Market Street, between Fremont Street and Van Ness Avenue. According to Mr. Albert Wong of DPT, because the two center lanes of Market Street are narrower than the outer lanes (10 feet six inches for the center lanes versus 12 feet for the outer lanes), installing a raised boarding platform that is 34 inches in height creates a greater potential for large vehicles to sideswipe either the platform or on-coming vehicles. In addition, Mr. Wong advises that installing a raised boarding platform at the rear end of an existing island would create a large fixed object between the center and outer lanes that might cause vehicles to swerve to the left, into on-coming traffic, in order to avoid the platform.

Mr. Wong reports that MUNI would install two signs per intersection at approximately 22 intersections along Market Street (approximately 44 signs) to prohibit vehicles over 6,000 pounds from driving in the center lanes. Mr. Wong advises that the cost to install these signs would be between \$250 and \$300 per sign, including labor and materials, or a total of between \$11,000 and \$13,200. The cost of installing such signs would be paid for by MUNI with Transportation Authority Sales Tax revenues and Federal Transportation Administration Section 9 funds.

**Comments:**

1. According to Mr. Wong, MUNI vehicles would be excluded from the proposed ordinance, since MUNI vehicles must use the center lanes in order to drop off and pick up passengers at the platforms.

2. Mr. Wong further advises that large vehicles do not need to use the center lanes in order to make left turns since left turns are prohibited along Market Street between Fremont Street and Van Ness Avenue.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Items 3, 4, and 5 - Files 7-94-9, 7-94-10 and 7-94-11

**Department:** Public Transportation Commission (PTC)
Municipal Railway (MUNI)

**Items:** Item 3, File 7-94-9 - This item is a hearing on the implementation of the new Public Transportation Commission in terms of improving MUNI service quality and management efficiency.

Item 4, File 7-94-10 - This item is a hearing to consider the Public Transportation Commission's implementation of several major MUNI capital improvement projects over the coming decade and how these projects will improve service and when.

Item 5, File 7-94-11 - This item is a hearing to consider the feasibility of establishing a MUNI Castro shuttle, whereby MUNI would operate limited service between the Embarcadero Station and Castro Station.

**Description:** **Files 7-94-9 and 7-94-10**

File 7-94-9 is a hearing on the implementation of the new Public Transportation Commission in terms of improving MUNI service quality and management efficiency. File 7-94-10 is a hearing to consider the Public Transportation Commission's implementation of several major MUNI capital improvement projects over the coming decade and how these projects will improve service and when.

The San Francisco electorate approved Proposition M on November 1, 1993, which, in part, transferred the functions of the MUNI from the Public Utilities Commission (PUC) to a new Public Transportation Department and created the new Public Transportation Commission.

The Public Transportation Commission consists of five members appointed by the Mayor to staggered four year terms. The Commission is responsible for the management and control of the Public Transportation Department and for the appointment of the Director of Public Transportation.

Mr. Fred Howell of the Public Transportation Department reports that the five members of the Public Transportation Commission and the Director of the Public Transportation Department were appointed by the Mayor effective June 28, 1994. According to Mr. Howell, the Director of the Public

Transportation Department has launched a strategic planning process and has committed to providing the Commission a report and recommendations for the Department's strategic plan and structure and recommendations regarding the hiring of four permanent departmental deputies (the current four deputies are serving in an acting capacity). Mr. Howell also advises that the Public Transportation Commission has expressed a commitment to MUNI quality service including its being in agreement with the implementation of a "Riders Bill of Rights". The Southern California Rapid Transit District, along with some other public transit agencies, has established a "Riders Bill of Rights" as a means of bringing together the needs, concerns, and responsibilities of public transit riders, operators and staff, management and City government in order to emphasize quality service in public transit operations.

According to the MUNI's Short Range Transit Plan & Capital Improvement Program 1993-2002, MUNI's capital needs over the coming decade and a half are extensive. The entire fleet of motor coaches, trolley coaches and Light Rail Vehicles (LRVs) will be replaced, and in some cases expanded. A 20-year plan to completely rehabilitate or rebuild all maintenance and office buildings, because the facilities are deteriorating and/or are not adequate for the changing fleet, is ongoing. Additionally, there are extensive infrastructure and equipment replacement needs which have been identified. MUNI is also working with several other City agencies to develop and implement major projects along the Northern Waterfront. Finally, MUNI is involved in major rail expansion projects, which will have City-wide impact. According to the Short Range Transit Plan & Capital Improvement Program, these capital needs have produced a Capital Improvement Program (CIP) with 61 separate major projects and a $2.5 billion cost estimate, originally projected to be implemented over a nine year period. The Short Range Transit Plan & Capital Improvement Program states that $715 million of the $2.5 billion is already in place, which leaves approximately $1.79 billion still to be identified. MUNI projects that by 2002 an additional approximately $1.25 billion will be identified, which will still leave a deficit of approximately $540 million. Twenty different funding programs were the source of the $715 million as follows: $320 million or 45 percent in Federal funds, $170 million or 24 percent in State funds and $225 million or 31 percent in local/regional funds. The MUNI has three major projects that are currently in process: the Automatic Train Control System

($68 million), the LRV II Procurement Project (Phase I - $150 million for 52 LRVs and Phase II - $344 million for 84 LRVs) and the Muni-Metro Turnback Project ($202 million).

Mr. Howell reports that the CIP must be updated bi-annually and the departmental staff is in the beginning process of preparing the revisions for final action by the Public Transportation Commission for 1995-96. Mr. Howell states that revisions will take into account the reorganization within the Department to manage the CIP, consolidation of departmental staffing units and overall funding of the CIP in light of State transit funding deficits.

**File 7-94-11**

This item is a hearing to consider the feasibility of establishing a MUNI Castro shuttle. Mr. Howell advises that MUNI staff will provide a report on the feasibility of establishing a MUNI Castro shuttle at the Housing and Land Use Committee meeting on August 18, 1994

Item 6 - File 97-94-13

**Note**: This item was continued by the Housing and Land Use Committee at its meeting of July 21, 1994.

**Department:** Rent Board

**Item:** Ordinance amending Section 37.9A of the San Francisco Administrative Code to limit payment of relocation assistance to tenants in lower income households.

**Description:** Section 37.9A of the City's Administrative Code outlines procedures for local compliance with a State law known as the Ellis Act (State Government Code 7060). The purpose of the Ellis Act is to limit local government's power to prevent private residential rental property owners from removing their properties from the rental market. However, the Ellis Act does permit local governments to adopt some measures to minimize the impact of the removal of properties from the rental market on displaced tenants. One such measure is the payment of relocation assistance to tenants by property owners.

The Rent Board reports that a 1992 Appellate Court decision held that the Ellis Act requires that the payment of relocation assistance must be based on household income status, such that only lower income households would be entitled to receive such assistance. Currently, under Section 37.9A (f), all tenants that are displaced as a result of an owner removing his or her property from the rental market because they are no longer interested in being in the rental business, are eligible for relocation assistance. Accordingly, in order to be in conformance with the Appellate Court decision, Section 37.9A (f) must be amended to provide that relocation payments shall be limited to tenants who are members of lower income households, who are elderly, or who are disabled as defined by Section 50079.5 of the California Health and Safety Code. Section 50079.5 defines lower income households, as persons and families whose income does not exceed the qualifying limits for lower income as established and amended from time to time, pursuant to Section 8 of the United States Act of 1937.

Additionally, under the proposed legislation, only tenants who are members of lower income households who are displaced due to an owner removing his or her property from the rental market, shall be entitled to receive one-time relocation payments as follows: (1) $1,500 if the unit is a studio (one or two rooms), (2) $1,750 if the unit is a one-bedroom (three rooms), (3) $2,500 if the unit contains two or more separate bedrooms and (4) $3,000, irrespective of the size of the unit, if the tenant is 62 years of age or older or is disabled, as defined by Section 50072 of the California Health and Safety Code. Such one-time payments would be paid to the tenant by the owner of the property. The Mayor's Office of Housing (MOH) would annually determine the income limits for lower income households, adjusted for household size.

**Comments:** 1. Mr. Joe Grubb of the Rent Board advises that the proposed legislation would not affect the workload of the Rent Board and would have no fiscal impact on the City.

2. According to Mr. Grubb the proposed legislation would affect a negligible number of households in the City because there are very few moderate income tenants who are displaced as a result of an owner choosing to remove his or her property from the rental market.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

Public Library, Documents Dept.
ATTN: Jane Judson

DOCUMENTS DEPT.
SEP - 1 1994
SAN FRANCISCO
PUBLIC LIBRARY

August 30, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** September 1, 1994 Housing and Land Use Committee Meeting

Item 6 - File 7-94-13

1. The following item is a hearing to consider extending the Taylor Street cable car line by one, two or three blocks toward Fisherman's Wharf and Pier 45.

2. The existing Powell and Mason cable car line follows Powell Street, to Mason Street, to Columbus Street, to Taylor Street, to Bay Street. This cable car line then returns on Taylor Street back to Powell Street. The proposed hearing will consider extending this cable car line beyond the existing Taylor Street-Bay Street turnaround point, by extending the line beyond Bay Street (one to three blocks) continuing to Fisherman's Wharf and Pier 45.

3. Based upon information provided in MUNI's 1987-1992 Capital Improvement Program, the proposed project was included in MUNI's original transportation Improvement Project, and also was included in the Northern Waterfront Plan of 1969, and the Plan for the Northeastern Waterfront (1977). Implementation of the three-block extension (to Jefferson Street) was not undertaken because of a number of transportation concerns, such as the narrowness of Taylor Street, the proposed terminus site at Jefferson Street is inadequately sized, and an additional number of cable cars that would have been required. Therefore, the proposal was later reduced to a one-block proposal, extending the turnaround point from Bay Street to North Point Street.

4. MUNI's 1987-1992 Capital Improvement Program indicates that the principal benefits of the one-block Cable Car Extension Project would include the following:

- Improved service for passengers going to Fisherman's Wharf, without the need for additional Cable Cars.
- Enhanced passenger safety. After disembarking the Cable Car at the present terminus at Bay Street, the great majority of patrons are required to walk across Bay Street, which carries in excess of 20,000 vehicles each day, in order to reach the Wharf area.
- Improved traffic circulation. Taylor Street between Bay Street and Francisco Street is closed to traffic due to the use of the street area for the Cable Car turntable and boarding facility. Moving the terminal one block would permit Taylor Street to be reopened to traffic and local resident parking.
- Rationalized transportation/land use interface. The present Cable Car terminal is located in an area of high-density residential units. Moving the line one-block north places the terminal and its associated noise and activity in a commercial development area.

5. Mr. Fred Howell of the Public Transportation Commission (PTC) reports that the current Capital Improvement Program (CIP) does not include funding for the Cable Car Extension Project, for extending the cable car line for one block to North Point Street. Therefore, Mr. Howell indicates that if this project were to be included in the CIP, other projects would have to go unfunded. Mr. Howell reports that the existing CIP is devoted primarily to the replacement of the MUNI fleet.

6. When the one-block extension project was originally proposed as part of the 1987-1992 CIP, the estimated costs were as follows:

| Activity | 1989-90 | 1990-91 | Total |
|---|---|---|---|
| Planning/Environmental Analysis/Engineering & Design | $378,743 | 0 | $378,743 |
| Property Acquisition* | 0 | $5,947,985 | 5,947,985 |
| Construction | 0 | 3,965,323 | 3,965,323 |
| **Total** | **$378,743** | **$9.913,308** | **$10,292,051** |

*The property acquisition costs assumed a purchase price of $220 per square foot for a 20,000 square foot right-of-way. This was based upon an appraisal completed in 1985, and escalated to 1990-91 dollars.

According to Mr. Howell, given that the proposed project is not included in the current CIP, assuming that the earliest that construction could be completed is 2001, and assuming a five percent cost escalation per year, the current estimated cost of the proposed one-block extension project would exceed $16 million. Mr. Howell reports that the project would not otherwise increase existing operating costs.

Item 7 - File 124-94-13

**Department:** Department of Parking and Traffic (DPT)

**Item:** Ordinance amending the San Francisco Traffic Code by adding Section 43 to require the posting and publishing of public notices regarding proposed traffic regulations.

**Description:** The proposed ordinance would amend the San Francisco Traffic Code by adding Section 43, which would contain the following provisions:

- Prior to the adoption by the Board of Supervisors of any change in a regulation that affects the stopping, moving or parking of a motor vehicle, the Department of Parking and Traffic (DPT) would be required to post notice of the proposed regulation in the affected neighborhood. Such notice would have to be posted on at least two utility poles for no less than 14 days prior to the public hearing by a standing committee of the Board of Supervisors to consider the proposed regulation.

- Notice of the proposed traffic regulation and the public hearing would have to be advertised in the City's official newspaper at least ten days before the hearing date. The notice would have to state clearly the purpose of the hearing and list the locations and the traffic regulation changes proposed for each location.

- Prior to the public hearing by a committee of the Board of Supervisors to consider the proposed traffic regulation change, at least one member of the Board's committee would have to visit each location to be affected by the regulation and report his or her findings to the committee at the public hearing.

The DPT reports that it processes between 20 and 30 pieces of new legislation per month (between 240 and 360 per year) relating to traffic regulations. The DPT estimates that each piece of legislation would require approximately 30 minutes of staff time to perform administrative duties and to post the proposed traffic regulation change in the affected neighborhood. Thus, the time required to process and post proposed traffic regulations would be between 600 minutes (20 items x 30 minutes) and 900 minutes (30 items x 30 minutes) or between 10 and 15 hours per month. In addition, an additional four hours per month, for a total of between 14 and 19 hours per month, would be needed to create, duplicate and mail out notices regarding proposed changes in traffic regulations. Mr. Tom Folks of DPT advises that the additional work required by the proposed ordinance could be performed by existing DPT staff but that some overtime might be required. In addition, Mr. Folks advises that the cost for materials and supplies to post and mail out notices concerning proposed traffic regulations would be minimal.

The Clerk of the Board and DPT estimate that, based on how frequently DPT items were included on Housing and Land Use Committee meeting calendars in the past and given that some Housing and Land Use Committee meetings are canceled during the year, the Clerk's Office would publish approximately 15 public notices regarding proposed traffic regulations per year in the City's official newspaper, the San Francisco Examiner, on behalf of DPT. Mr. Taylor estimates that each public notice would cost approximately $250. As such, Mr. Taylor and DPT estimate that it would cost approximately $3,750 per year ($250 x 15 public notices) to publish such public notices in the Examiner.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 8 - File 124-94-5

**Department:** Department of Parking and Traffic (DPT)

**Item:** Ordinance amending San Francisco Traffic Code by amending Sections 203.2, 203.3 and 203.4 to provide that parking meters within Parking Meter Area Numbers 2, 3 and 4 will be operated by nickels, dimes and quarters, instead of only quarters.

**Description:** San Francisco is divided into four parking areas, which contain 21,281 parking meters. There are also approximately 2,500 spare parking meters that have not yet been installed or are out of service, and therefore are not currently on the City's streets. Therefore, the City has a total of approximately 23,781 parking meters.[1]

Parking Area Number 1, which primarily includes the financial district, Chinatown and South of Market, contains 3,061 parking meters, plus there are 776 motorcycle parking meters in the City, all 3,837 of which currently accept quarters, dimes and nickels (See Comment No. 1). The other three parking areas (Parking Area Numbers 2, 3 and 4) contain 17,444 parking meters, all of which previously accepted quarters, dimes and nickels, but which were converted to accept only quarters in 1992. In addition, the approximately 2,500 uninstalled or out of service parking meters also accept quarters only. Thus, a total of approximately 19,944 parking meters in the City only accept quarters. All 23,781 of the City's parking meters permit a maximum time to park, which is either 30 minutes, one hour or two hours, depending on the maximum time displayed on the meter.

In Parking Area Number 2, which primarily consists of the Civic Center area and the upper financial district, there are 4,123 quarter-only parking meters, which permit up to either 30 minutes, one hour or two hours of parking. Persons are required to deposit one quarter for each 15-minute increment of parking, for up to the maximum time permitted by the meter. The following are the current parking rates in Parking Area Number 2:

---

[1] The numbers throughout this report are approximate, as the number of parking meters on City streets and out of service fluctuates monthly.

| | Deposit Required | | |
|---|---|---|---|
| Number of Minutes of Parking Desired | 30-Minute Meters | One Hour Meters | Two Hour Meters |
| 15 | $0.25 | $0.25 | $0.25 |
| 30 | 0.50 | 0.50 | 0.50 |
| 45 | X | 0.75 | 0.75 |
| 60 | X | 1.00 | 1.00 |
| 75 | X | X | 1.25 |
| 90 | X | X | 1.50 |
| 105 | X | X | 1.75 |
| 120 | X | X | 2.00 |

X = Not Applicable

The proposed ordinance would allow persons to deposit nickels, each of which would permit three minutes of parking, dimes, each of which would allow six minutes of parking, or quarters, each of which would continue to permit 15 minutes of parking, for up to the maximum time permitted by the parking meter (30, 60 or 120 minutes), in parking meters located in Parking Area Number 2.

In Parking Area Number 3, which includes the neighborhood commercial districts in the Richmond, Mission, Sunset, Marina, Haight-Ashbury, North Beach, Pacific Heights and Potrero districts, there are currently 12,877 quarter-only parking meters, which permit up to either one hour or two hours of parking. Persons are required to deposit one quarter for each 30-minute increment of parking, for up to the maximum time permitted by the meter. The following are the current parking rates in Parking Area Number 3:

| | Deposit Required | |
|---|---|---|
| Number of Minutes of Parking Desired | One Hour Meters | Two Hour Meters |
| 30 | $0.25 | $0.25 |
| 60 | 0.50 | 0.50 |
| 90 | X | 0.75 |
| 120 | X | 1.00 |

The proposed ordinance would allow persons to deposit nickels, each of which would allow six minutes of parking, dimes, each of which would permit 12 minutes of parking, or quarters, each of which would continue to allow 30 minutes of parking, for up to the maximum time permitted by the parking meter (one or two hours), in parking meters located in Parking Area Number 3.

Parking Area Number 4, located in the Fisherman's Wharf area, currently contains 444 quarter-only parking meters, which permit up to either one hour or two hours of parking. Persons are required to deposit one quarter for each 15-

minute increment of parking, for up to the maximum time permitted by the meter. The following are the current parking rates in Parking Area Number 4:

| | Deposit Required | |
|---|---|---|
| Number of Minutes of Parking Desired | One Hour Meters | Two Hour Meters |
| 15 | $0.25 | $0.25 |
| 30 | 0.50 | 0.50 |
| 45 | 0.75 | 0.75 |
| 60 | 1.00 | 1.00 |
| 75 | X | 1.25 |
| 90 | X | 1.50 |
| 105 | X | 1.75 |
| 120 | X | 2.00 |

The proposed ordinance would allow persons to deposit nickels, each of which would permit three minutes of parking, dimes, each of which would allow six minutes of parking, or quarters, each of which would continue to permit 15 minutes of parking, for up to the maximum time permitted by the parking meter (one or two hours), in parking meters located in Parking Area Number 4.

The Department of Parking and Traffic (DPT) advises that the estimated cost to convert the 19,944 parking meters that currently accept quarters only to accept nickels and dimes as well would be approximately $719,722, as reflected below:

**Personnel:**

| | |
|---|---|
| Temporary Salaries<br>Six temporary employees would be hired either to take over the existing staff's duties during the process of conversion or to convert the parking meters themselves. | $147,172 |
| Overtime<br>The parking meter conversion would require approximately 1,900 hours of overtime. | 81,814 |

**Materials and Supplies:**

| | |
|---|---|
| Basic Kits<br>Basic kits consist of (1) the parking meters' inner components, which would need to be replaced for the meters to accept quarters, dimes and nickels; (2) coin slots that accept quarters, dimes and nickels; and (3) rate plates, which display the parking time permitted with | 294,600 |

the deposit of quarters, dimes or nickels. DPT reports that 20,000 basic kits would be purchased at $14.73 each.

| | |
|---|---|
| Coin Carriers<br>The coin carriers, which are the inner components of parking meters that advance the coins, would need to be replaced on approximately 2,800 parking meters since they are currently damaged and will not function properly once the meters are converted. Each coin carrier costs $25.72. | $72,016 |
| Timers<br>The timers on 4,000 parking meters are currently worn and need to be replaced so that they function properly when the meters are converted to accept quarters, dimes and nickels. Each timer costs $31.03. | 124,120 |
| Total | $719,722 |

DPT advises that it would submit a supplemental appropriation request in the amount of approximately $719,722 in General Fund money to the Mayor upon approval of the proposed ordinance.

According to DPT, there will be some indirect costs resulting from the proposed conversion of parking meters to accept quarters, dimes and nickels. One such cost would be a loss in parking meter revenues during the process of conversion, estimated at approximately $10,000, since parking meters would be out of service while being converted. In addition, the conversion of parking meters to accept quarters, dimes and nickels would increase annual collection and maintenance costs by at least $120,000. Finally, DPT advises that during the conversion program, parking citation revenues may decline if recipients of parking citations protest citations because they received them while a parking meter was being converted.

**Comments:**

1. As previously noted, Parking Area Number 1, which primarily includes the financial district, Chinatown and South of Market, has 3,061 parking meters that presently accept nickels, dimes and quarters. There are also 776 motorcycle parking meters in the City, all of which accept quarters, dimes and nickels. Therefore, these 3,837 parking meters do not need to be converted as a result of the proposed ordinance.

2. According to Mr. Ben Beckman of DPT, cities such as Oakland and Seattle are in the process of converting their parking meters back to accepting multiple coins, but only to accept nickels and quarters and not dimes. This is because past experience has shown excessive problems with the dime slot.

3. DPT expects to begin conversion of the City's parking meters by November of 1994. DPT estimates that approximately six months (through April of 1995) will be needed for the project.

4. According to DPT, the proposed legislation currently contains some technical inaccuracies. The Author's Office advises that, as a result, an Amendment of the Whole is currently being prepared for the proposed ordinance and will be provided to the Committee at the Thursday, September 1, 1994, Housing and Land Use Committee Meeting.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
590.46
#2
9/1/94

DOCUMENTS DEPT.
SEP - 7 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR – Actions Taken

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, SEPTEMBER 1, 1994 – 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS MAHER AND SHELLEY

ABSENT: SUPERVISOR BIERMAN

CLERK: GAIL JOHNSON

1. File 36-94-5. [Zoning Map Change, 1240 Valencia Street] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at 1240 Valencia Street, Lot 5, Assessor's Block 3644, from a P (Public) District to a Valencia Street Neighborhood Commercial District and adopting findings pursuant to Planning Code Section 101.1. (City Planning Department)

   (Approved by City Planning Commission Resolution No. 13694)
   (General Rule Exclusion from Environmental Impact Review)

   ACTION: Hearing held. Recommended.

2. File 18-94-12. [Stop Signs, Various Locations] Hearing to consider the establishment and revocation of "Stop Signs", various locations. (DPT Order No. 642) (Department of Parking and Traffic)

   Stop Signs – Establish
   Fifteenth and Vermont Streets, northwest an southeast corners, stopping Vermont Street traffic (makes this an all-way Stop).

   Sutter and Lyon Streets, northeast and southwest corners, stopping Sutter Street traffic (makes this an all-way Stop).

   Colon and Mangels Avenues, northwest and southeast corners, stopping Colon Avenue traffic (presently uncontrolled).

   Carroll Avenue and Jennings Street, northeast corner, stopping Carroll Avenue traffic (makes this an all-way Stop).

   Twenty-Seventh Avenue and Vicente Street, northwest corner, stopping Twenty-Seventh Avenue traffic (presently uncontrolled, stops the stem of this T-intersection).

   Twenty-Ninth Avenue and Vicente Street, northwest corner, stopping Twenty-Ninth Avenue traffic (presently uncontrolled, stops the stem of this T-intersection).

   Rutland and Harkness Streets, southeast corner, stopping Rutland Street traffic (presently uncontrolled, stops the stem of this T-intersection).

2. File 18-94-12. [Stop Signs, Various Locations] (CONTINUED)

Stop Sign – Rescind
Coso Avenue and Winfield Street, northwest and southeast corners, stopping Coso Avenue traffic.

ACTION: Hearing held. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating and rescinding certain intersections as 'stop' intersections." Recommended.

3. File 19-94-10. [Parking Regulations, Various Locations] Hearing to consider the establishment, revocation and extension of parking regulations, various locations. (DPT Order No. 642) (Department of Parking and Traffic)

Tow-Away, No Parking Anytime – Establish
Twentieth Avenue, north terminus, from east curb line to 20 feet westerly (north of Lake Street).

Two-Hour Parking Time Limit, Monday Through Saturday, 9:00 a.m. to 6:00 p.m. – Establish
Seventeenth Street, both sides, between Rhode Island and De Haro Streets.

Diagonal (60-Degree) Parking – Establish
Washington Street, north side, between Davis and Battery Streets (adds eleven new parking meter stalls).

Washington Street, south side, between Battery and Sansome Streets (adds ten new parking meter stalls).

Shuttle Bus Parking Only, 6 a.m. – 11 p.m., Monday Through Friday – Rescind
Nineteenth Avenue, west side, from 280 feet to 320 feet north of Holloway Avenue.

Motorcycle Parking Only, No Time Limit – Extend
Nineteenth Avenue, west side, from 280 feet to 320 feet north of Holloway Avenue.

Parking Meter Area 3 (1-Hour Time Limit, 9 a.m. – 6 p.m., Monday Through Saturday) – Establish
Bryant Street, south side, between Eighth and Ninth Streets.

Brannan Street, both sides, between Eighth and Ninth Streets.

ACTION: Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting and rescinding parking regulations at various locations." Recommended.

4. File 20-94-10. [Traffic Regulations, Various Locations] Hearing to consider the establishment and revocation of traffic regulations, various locations. (DPT Order No. 642) (Department of Parking and Traffic)

   Yield Sign - Establish
   Randall Street, westbound right-turn, at San Jose Avenue.

   Tow-Away, No Stopping Anytime - Establish
   Folsom Street, north side, from Third Street to 174 feet westerly (174-foot zone).

   Martha Avenue, both sides, from Baden Street to 73 feet westerly (73-foot zone along narrow portion of street).

   One-Way Street - Rescind
   Folsom Street, eastbound, between Main Street and The Embarcadero.

   ACTION: Hearing held. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets." Recommended.

5. File 20-94-5.1. [Traffic Regulations, Washington/Jones Streets] Resolution enacting traffic regulations by establishing tow-away, no stopping on Washington Street, south side, from Jones Street to 30 feet westerly (30-foot zone). (Supervisor Alioto)

   ACTION: Consideration continued to the Call of the Chair.

6. File 7-94-13. [Cable Car Line, Taylor Street] Hearing to consider extending the Taylor Street cable car line by one, two or three blocks toward Fisherman's Wharf and Pier 45. (Supervisor Alioto)

   ACTION: Consideration continued to the Call of the Chair.

7. File 124-94-13. [Traffic Regulations Procedures] Ordinance amending Traffic Code by adding Section 43 to require the posting and publishing of public notices regarding proposed traffic regulations. (Supervisor Maher)

   ACTION: Hearing held. Amended on page 2, by deleting lines 7 through 12. Recommended as amended.

8. File 124-94-5. [Parking Meters To Accept Nickels/Dimes/Quarters] Ordinance amending Traffic Code by amending Sections 203.2, 203.3 and 203.4 to provide that parking meters within Parking Meter Areas Numbers 2, 3 and 4 will be operated by nickels, dimes and quarters, instead of only by quarters. (Supervisors Maher, Alioto)

(FISCAL IMPACT)

ACTION: Hearing held. Amendment of the Whole bearing same title, as presented by Supervisor Maher, adopted. Further amended at the end of page 7 by adding the following language:

"Section Two. The modifications to parking meters that will be required as a result of this ordinance shall be completed by December 31, 1995."

New title: "Amending Traffic Code by amending Sections 203.2, 203.3 and 203.4 to provide that parking meters within Parking Meter Areas Numbers 2, 3 and 4 will be operated by nickels, dimes and quarters, instead of only by quarters; and setting completion date of December 31, 1995, for completing the modification of parking meters." Recommended as amended. Transferred to Budget Committee for review and consideration.

F
90.46

BOARD of SUPERVISORS

City Hall
San Francisco 94102
554-5184

## NOTICE OF RESCHEDULED MEETING

## HOUSING AND LAND USE COMMITTEE

DOCUMENTS DEPT.
SEP 13 1994
SAN FRANCISCO
PUBLIC LIBRARY

NOTICE IS HEREBY GIVEN that the regularly scheduled meeting of the Housing and Land Use Committee for Thursday, September 15, 1994, at 10:00 a.m., has been rescheduled to Thursday, September 22, 1994, at 1:00 p.m., in Room 228, City Hall.

John L. Taylor
JOHN L. TAYLOR
Clerk of the Board

POSTED: SEPTEMBER 7, 1994

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 235, CITY HALL
SAN FRANCISCO, CA 94102

**IMPORTANT**
**HEARING NOTICE**

E D 0133

Govt Documents
Public Library
Civic Center
S.F. CA 94102

F
90.46
#3
9/22/94

CITY AND COUNTY OF SAN FRANCISCO

*Public Library, Documents Dept.*
*ATTN: Jane Judson*

DOCUMENTS DEPT.
SEP 22 1994
SAN FRANCISCO
PUBLIC LIBRARY

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

September 20, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** September 22, 1994 Housing and Land Use Committee Meeting

Item 9 - File 200-94-3

**Department:** Department of Public Works (DPW)

**Item:** Resolution approving the assignment or sale of the flower market permit, identified as "The Stockton Street Flower Market located on the East Sidewalk of Stockton Street within 100 Feet North of the Northerly Line of O'Farrell Street", to a qualified permit applicant pursuant to Article 5 Section 161(h) of the Public Works Code.

**Description:** The DPW reports that Mr. Rouben Sarkissian currently holds a permit to operate the flower market located at the East side of Stockton Street, north of O'Farrell Street, fronting on 100 Stockton Street. According to the DPW, Mr. Sarkissian has been unable to operate the flower market on a continuous basis due to failing health and has requested permission to sell his permit to another qualified operator, pursuant to Article 5 Section 161 of the Public Works Code.

Under the proposed legislation, the prospective buyer of the flower market permit must comply with all rules and regulations governing flower markets, including but not limited to (1) having been a resident of the City for a period of one year prior to assuming the permit and (2) maintaining minimum operating hours of Monday through Friday, between 10:00 AM to 5:00 PM.

Mr. Amir Kazemi of the DPW advises that the DPW charges a permit fee of $400 annually to operate a flower market. Mr. Kazemi states that Mr. Sarkissian's sale of his permit to another operator, would have no fiscal impact on the City.

**Comments:** 1. Mr. Kazemi reports that the provision contained in the body of the proposed legislation that stipulates that the Director of Property shall determine the fair market value of the flower market, was erroneously included in the proposed legislation, Therefore, the proposed legislation should be amended to delete this provision.

2. Mr. Kazemi also advises that the DPW wishes to amend the proposed legislation to a add a provision stipulating that a copy of the sale agreement between Mr. Sarkissian and the prospective buyer of the permit for the flower market be provided to the DPW. Such agreement would be included as a part of the Department's back-up files on this flower market.

**Recommendations:** 1. Amend the proposed legislation to delete the reference to the Director of Property determining the fair market value of said flower market from the body of the legislation.

2. Amend the proposed legislation to add a provision stipulating that a copy of the sale agreement between Mr. Sarkissian and the prospective buyer of the flower market permit be provided to the DPW for the back-up files of DPW.

3. Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Item 11 - File 115-94-10

**Department:** Planning Department

**Item:** Ordinance amending Article 10 of the City Planning Code by adding Appendix J designating the San Francisco Civic Center Historic District.

**Description:** The proposed ordinance would establish Civic Center as a historic district, meaning that the architectural features, formal plan composition and street scope elements of all publicly and privately-owned buildings in the Civic Center should be preserved and strengthened. According to Mr. Vincent Marsh of the Planning Department, other elements of the Civic Center other than buildings, such as Civic Center Plaza, street furniture and street lighting would not require "Certificates of Appropriateness" because these elements would be the subject of a long-range urban design plan.

As noted in the Attachment, the proposed historic district would generally be bounded by Golden Gate Avenue to the north, Franklin Street to the west, Jones Street to the east, and Market and Fell Streets to the south.

Under the proposed ordinance, within ten days after a building permit is issued, the project, on each publicly and privately-owned building will be determined by the Planning Department as either: 1) a major alteration, or 2) a minor alteration. The proposed ordinance would require that each major alteration, within the designated historic district area, be reviewed by Planning Department staff to determine whether the major alteration complies with the historic district architectural standards. A major alteration is defined as the following:

> 1) an alteration that will remove or cover an exterior architectural feature or a portion of a "significant interior;"
>
> 2) an alteration that would affect all or any substantial part of a structure's interior or exterior column or load-bearing wall, exterior walls or exterior ornamentation;

3) an alteration that would result in a substantial addition of height;

4) an alteration in combination with other alterations authorized within the preceding five years.

Any other alteration not meeting any of the above-listed criteria would be considered a minor alteration. If an alteration is considered a minor alteration, the permit application will be returned to the Central Permit Bureau of the Department of Public Works (DPW) for further processing. If an alteration is considered a major alteration, then a "Certificate of Appropriateness" must be obtained by building owners from the Planning Department for each major alteration. Therefore, an additional review and application process would be required under the proposed ordinance.

**Comments:**

1. According to Mr. Robert Passmore, Zoning Administrator for the Planning Department, the Planning Code already specifies the fees to be charged to offset costs associated with performing reviews for the issuance of "Certificates of Appropriateness" in both publicly and privately-owned buildings.

Such planning fees, previously approved by the Board of Supervisors, are based upon a percentage of construction costs, and are as follows:

| Construction Costs | Planning Fees to be Charged |
|---|---|
| Less than $10,000 | $800 |
| $10,000 to $999,999 | $1,000 plus .46 % of construction costs over $10,000 |
| $1 million to $4,999,999 | $5,516 plus .55% of construction costs over $1 million |
| $5 million to $9,999,999 | $27,670 plus .46% of construction costs over $5 million |
| $10 million to $29,999,999 | $50,476 plus .24% of construction costs over $10 million |
| $30 million to $49,999,999 | $99,346 plus .15% of construction costs over $30 million |
| $50 million to $99,999,999 | $128,668 plus .10% of construction costs over $50 million |
| $100 million and over | $177,538 plus .03% of construction costs over $100 million |

2. Mr. Marsh estimates that approximately six to eight "Certificate of Appropriateness" reviews would have to be performed annually for the Civic Center area. However, Mr. Marsh indicates that because of all of the seismic upgrading and earthquake retrofitting projects scheduled in the Civic Center over the next several years, the number of additional reviews that would have to be performed under the proposed ordinance could be significant. The proposed ordinance does not currently exempt governmental agencies from the above-listed planning fees. Therefore, this ordinance applies to both publicly and privately-owned buildings.

3. Mr. Passmore states that the additional reviews required under the proposed ordinance, may take up to one month to complete, (which would include City projects such as the seismic retrofitting of City Hall). Mr. Passmore indicates that some planning activities may be performed concurrently.

4. Based upon information submitted by the Department of Public Works (DPW), Bureau of Architecture, the following fees could be charged to the Earthquake Safety Bond Program, if the proposed ordinance is approved:

| Building | Estimated Construction Costs | Potential Planning Fees |
|---|---|---|
| City Hall | $112.2 million | $181,198* |
| Dept. Public Health (101 Grove St.) | $10.2 million | 50,956* |
| War Memorial Opera House | $25.6 million | 87,916* |
| **Total** | | **$320,070** |

*These potential fees are based upon 100 percent of all construction costs, and therefore, represent the maximum fees that could be charged. However, according to Mr. Marsh, the actual fees charged for these City projects may be less because not all of the construction would necessarily require a "Certificate of Appropriateness" where certain exterior architectural features or significant interior features are not affected.

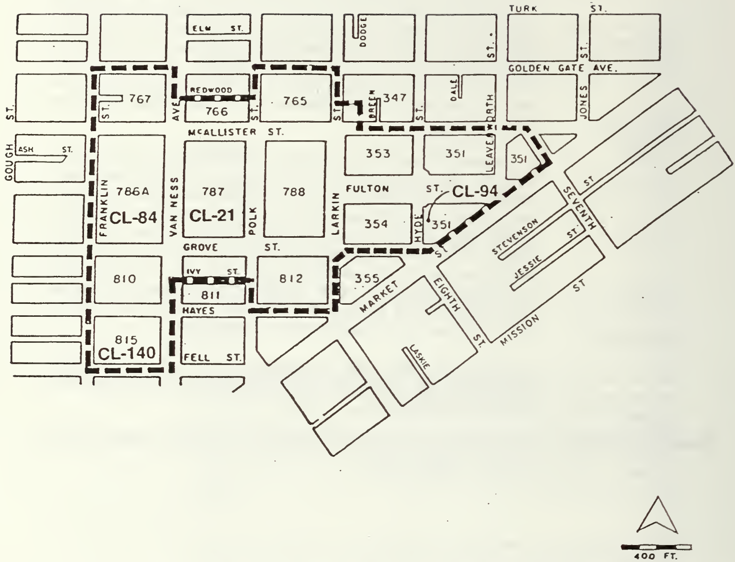
5. As noted above, an estimated maximum of $320,070 in additional project costs for City seismic upgrading projects funded through the Earthquake Safety Bond Program would result if the proposed ordinance is adopted. Additional costs may also result from potentially delaying projects up to one month for the additional planning review process that would have to be completed. According to Mr. Mark Primeau of the Bureau of Architecture, sufficient project contingency funds should be available to cover these additional costs. However, these additional costs would otherwise not be incurred if the proposed ordinance is not adopted.

6. The Landmarks Preservation Advisory Board (which serves as an advisory board to the Planning Commission) already reviews several publicly and privately-owned buildings in the Civic Center area as part of the existing sections of the Planning Code that relate to historical preservation (including City Hall and the War Memorial Opera House). Therefore, according to Mr. Passmore, if the Landmarks Preservation Advisory Board approves a project regarding historical preservation, the amount of staff time spent on issuing a "Certificate of Appropriateness" regarding the proposed Civic Center Historic District will not likely be as significant as for projects that are not presently required to be reviewed by the Landmarks Preservation Advisory Board.

7. Although the Planning Code already has sections that apply to the historical preservation of publicly and privately-owned buildings within the Civic Center area, Mr. Passmore reports that the proposed ordinance would primarily serve to clarify the role of the Landmarks Preservation Advisory Board in making recommendations, by further specifying guidelines for important architectural features. The proposed ordinance would also serve as the local ordinance declaring Civic Center as a historic district. Civic Center has already been declared a National Historic Landmark.

8. The City Planning Commission adopted a resolution (Resolution No. 13719) that designated the Civic Center area as a historic district.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.


TURK ST.
ELM ST.
DODGE
ST.
GOLDEN GATE AVE.
JONES
767
ST.
REDWOOD
766
765
ST.
ST.
BREEN
347
ST.
DALE
LEAVENWORTH
ST.
GOUGH
ASH ST.
MCALLISTER ST.
353
351
351
FRANKLIN
786A
CL-84
VAN NESS AVE
787
CL-21
POLK
788
LARKIN
FULTON ST.
CL-94
354
HYDE
351
ST.
SEVENTH
STEVENSON
JESSIE
ST.
GROVE ST.
810
IVY ST.
811
812
355
MARKET
EIGHTH
ST.
MISSION
ST
HAYES
815
CL-140
FELL ST.
LASKIE
400 FT.

# CIVIC CENTER HISTORIC DISTRICT

CL = CITY LANDMARK

Item 12 - File 115-94-11

**Department:** Department of City Planning

**Item:** Ordinance amending City Planning Code, by amending Section 608.4 to authorize signs in stadium parking lots within the Candlestick Park area that include general advertising and exceed 200 square feet in area, provided that the signs are designed primarily to be viewed either by patrons within the stadium or by patrons arriving or departing the stadium.

**Description:** Under an agreement previously approved by the Board of Supervisors (File 65-94-5), Sony Corporation has installed a new scoreboard, video replay screen, signs and other equipment at Candlestick Park. This amendment to the Planning Code is proposed in order to permit the construction of the two new parking lot signs at Candlestick which were included as part of that agreement.

The signs permitted under this proposed ordinance will be located at the main parking lot entrances. The signs will have the logos of the Giants and 49ers, four advertising panels, and a lighted programmable message display space for announcements, scores, and traffic information. The lighted display space will allow stadium management to better direct the flow of traffic in and out of Candlestick and allow the Giants and the 49ers to make important announcements to fans such as game time changes and other information.

Planning Department staff have stated that the restrictions in the proposed ordinance would limit the effect of the change to allow only those signs already included in the agreement with Sony Corporation. In addition, the Planning Department has certified that the proposed ordinance will not have a significant effect on the environment, and is excluded from review under the California Environmental Quality Act.

**Comment:** 1. The scoreboard, stadium signs, and other equipment that are part of the City's agreement with Sony have already been installed. However, the two new parking lot signs which are the subject of this ordinance have not been installed because they required review by the Planning Commission. The Planning Commission has now reviewed the proposal, conducted a public hearing on this issue, and has recommended this change to the City Planning Code at its meeting of August 25, 1994.

2. Revenues from advertising on the signs which are permitted under this proposed ordinance are subject to a formula specified in the agreement between the City and Sony Corporation. The revenue to the City under that formula is partly a function of Sony's gross revenues from Candlestick Park advertising. If this proposed ordinance is not approved by the Board of Supervisors, Sony's gross projected advertising revenues will decrease by approximately $200,000 annually and as a result the City's payments from Sony will also decrease, by approximately $70,729 annually.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 13 - File 114-94-5

| | |
|---|---|
| **Department:** | San Francisco Water Department |
| **Item:** | Ordinance amending the Building Code by amending Section 53B15(b) thereof, to provide an exemption from the requirement of installing aerators on sink faucets for health care facilities. |
| **Description:** | San Francisco's commercial water conservation ordinance (Ordinance 359-91) previously approved by the Board of Supervisors, requires the installation of aerators with flow restrictors on sink faucets. Under the ordinance, final installation of these devices and other water-conserving devices is required by November 2, 1994.<br>In the course of implementing this ordinance, the Water Department has received requests from hospitals for an exemption to the aerator requirement for public health reasons.<br>This proposed ordinance would amend the water conservation ordinance to include an exemption to the aerator requirement for faucets in health care facilities, and would allow the San Francisco Water Department to grant such exemptions. |
| **Comments:** | 1. According to Ms. Chris Hayashi of the City Attorney's Office, "health care facilities," for the purposes of this amendment would include only private facilities as defined by and within the authority of the State Office of Health Planning and Development, such as large private hospitals. Public hospitals and smaller facilities such as nursing homes and hospices are not included within this definition.<br>2. According to Ms. Kim Knox of the Water Department, implementation of this exemption will not significantly increase the workload or the funds required to implement the water conservation ordinances.<br>3. The proposed exemption was approved by the Public Utilities Commission at its meeting of August 23, 1994. |
| **Recommendation:** | Approval of the proposed ordinance is a policy matter for the Board of Supervisors. |

Item 14 - File 125-94-1

**Department:** San Francisco Water Department

**Item:** Ordinance amending the Housing Code, by amending Section 12A10 thereof to provide a medical exemption from the requirement of installing water conservation devices in residential buildings.

**Description:** San Francisco's residential water conservation ordinances (Ordinance 185-91 and Ordinance 346-91) previously approved by the Board of Supervisors, require the installation of low-flow showerheads in residential buildings. Under the ordinances, final installation of these devices and other water-conserving devices is required by November 2, 1994.

This proposed amendment would create an exemption to the low-flow showerhead requirement for any individual who files a letter with the Water Department from a licensed physician specifying a valid medical reason as to why a low-flow showerhead should not be used.

Under the proposed amendment, an exemption for a single residence within a multiple-unit residential building would apply only to that unit, and would not exempt the entire building. If the exempt individual moves or the medical condition ceases, the building owner would have one year to file an affidavit showing compliance with the low-flow showerhead requirement. Upon transfer of title to a building which is subject to an exemption in whole or in part, owners would be required to either comply with the conservation ordinance including the low-flow showerhead requirement or show that a medical exemption has been granted by the Water Department.

**Comments:** 1. According to Ms. Kim Knox of the Water Department, implementation of this exemption will not significantly increase the workload or the funds required to implement the water conservation ordinances.

2. The Public Utilities Commission recommended the proposed exemption at its meeting of August 23, 1994.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 15 - File 85-94-3

**Note:** This item was considered to the call of the Chair at the Housing and Land Use Committee meeting of June 16, 1994.

1. This item is a hearing to consider the Central Freeway Alternatives Study.

2. The Board of Supervisors previously approved a resolution (File 5-41-92) that requested the Mayor to urge Caltrans to await the completion of the Department of Parking and Traffic's Central Freeway Alternatives Study before beginning the process for retrofitting the Central Freeway. The request included the creation of a task force and a solicitation of community participation to evaluate alternative proposals, and to analyze the impacts of each alternative upon the land use and transportation of Hayes Valley and the Western Addition.

3. At the Housing and Land Use Committee of June 16, 1994, a progress update was provided to the Board of Supervisors on the Central Freeway Alternatives Study report by the consultants, Wilbur Smith Associates (WSA). The proposed hearing (File 85-94-3) was continued to the call of the Chair, pending the completion of the final report by WSA. Subsequently, on September 13, 1994, the Department of Parking and Traffic (DPT) submitted the final draft report of WSA to the Board of Supervisors for their comment and review. The purpose of this hearing is to consider the final draft of WSA's Central Freeway Alternatives Study report.

4. The Central Freeway Alternatives Study report completed by WSA outlines the following six alternatives for routing traffic in and around the Central Freeway area. As noted in Attachment I, the consultant has identified six alternatives as follows:

A) Retrofit - This alternative would retrofit the existing double deck structure, representing the status quo. The alternative would cost between $45 to $50 million, and would take an estimated two to five years.

B) Modified Retrofit - This alternative would eliminate the traffic conflict at Laguna and Fell Streets by diverting Gough Street on-ramp traffic via Oak Street. This alternative would cost between $50 to $65 million, and would take an estimated three to five years.

C) Mission Terminus - This alternative would provide an interim construction period and possible long range concept that terminates the Central Freeway at Mission Street. This alternative would cost between $10 to $15 million, and would take an estimated four years.

D) Single Deck/Haight Street bridge - This alternative would provide for a low single deck crossing of Market Street underpassing below Haight Street and terminating at Oak Street. This alternative would cost between $70 to $90 million, and would take an estimated six to ten years.

E) Single Deck/Haight Street Closure - This alternative would provide for a variation of the above single deck crossing Market Street concept that closes Haight Street and would have the off-ramp travel north on Octavia Street to Page Street, instead of having the ramp transverse under Haight Street. This alternative would cost between $55 and $70 million, and would take an estimated five to eight years.

F) 12th Street Exit - This alternative would provide for a south of Market Street, Mission Street terminus concept that directly routes some Highway 101 exit traffic via a new Twelfth Street exit to South Van Ness Avenue. This alternative would cost between $60 to $65 million, and would take between 7 to 12 years.

5. The WSA report recommends 1) that the City should recommend to Caltrans that the current freeway retrofit design process be put in abeyance at this time, and that other options be studied, 2) that the detailed study of alternatives should be initiated as soon as possible, and 3) that the above study should have active community participation. An Environmental Impact Report (EIR) would be required for any of the non-retrofitting alternatives, and therefore, the consultants are recommending to begin the EIR process given the likelihood that the alternative selected will not be retrofitting the structure.

6. Caltrans has agreed to defer advertisement for construction bids for the double deck earthquake retrofit project (Alternative A), until later into 1995 hoping that consensus is reached on the most feasible alternative.

7. Until consensus is reached on the appropriate alternative, and during construction, the DPT recommends several measures as traffic improvements. These measures are summarized on Attachment II, and would total an estimated $1.9 million, if all of the measures are implemented over a four year interim period.

8. According to WSA's report, there is approximately $30 million in Federal Emergency Relief funds remaining for the Central Freeway project. Therefore, assuming $1.9 million would be used for traffic improvements, the only proposed alternative with sufficient funding presently available is the Mission Terminus project (Alternative C), with an estimated cost of between $10 to $15 million.

9. According to Mr. Jerry Robbins of the Department of Parking and Traffic, additional funding has not yet been identified. However, Mr. Robbins stated that Caltrans has indicated that $16 million in National Highway Systems Funds may become available. In addition, Mr. Robbins reports that over the next four years, other State and Federal funding will probably be identified. Such other sources of funding, however, have not been identified at this time.

## Table A
## COMPARISON OF ALTERNATIVES EVALUATION MATRIX
San Francisco Central Freeway Areawide Traffic Study

| Criteria | A<br>Retrofit | B<br>Modified Retrofit | C<br>Mission Terminus | D<br>Single Deck Haight St. Bridge | E<br>Single Deck Haight St. Closure | F<br>12th Street Exit |
|---|---|---|---|---|---|---|
| Visual Impacts | status quo | very minor | 3,000 feet of structure removed | • Octavia Blvd.<br>• Lower single deck crossing Market Street | • Octavia Blvd.<br>• Lower Structure<br>• Single deck crossing Market Street | • 3,000 ft structure/barrier removed-Octavia<br>• new 12th Street ramp<br>• Intersection grade separations |
| New Right-of-Way | none | none | none | possible | possible | 1.2 acres (1) |
| Developable Land | none | none | 8.8 acres | 3.1 acres | 2.6 acres | 8.8 acres |
| Neighborhood Impacts: | | | | | | |
| North of Market | status quo | one block Oak St. | barrier removal | Octavia traffic | Octavia traffic | barrier removal |
| South of Market | status quo | status quo | traffic increase | status quo | status quo | 12th Street traffic |
| Market Street | status quo | status quo | congestion | lower-wider barrier | lower-wider barrier | congestion |
| MUNI Impact | none | minor (16X) | 13 MUNI routes & SamTrans | Haight buses | Haight buses | 13 MUNI routes & SamTrans |
| Traffic Congestion (Level of Service) | 7E and 1F(3) | 6E and 1F(3) | 6E and 10F(3) | 6E and 2F(3) | 6E and 2F(3) | 6E and 8F(3) |
| At-Grade Traffic Cross Market (Pk Hr) | 10,800 cars | 10,800 cars | 19,100 cars | 9,500 cars | 9,500 cars | 19,100 cars |
| Stacking Capacity(2) | 950 cars | 960 cars | 640 cars | 960 cars | 960 cars | 720 cars |
| Construction Impacts | moderate | minor | minor | 4 years | 3 years | 5 years |
| Staging | simple | simple | none | Interim terminus | Interim terminus | 2-3 years for intersections |
| Estimated Completion Date | 2-5 years | 3-5 years | 4 years | 6-10 years | 5-8 years | 7-12 years |
| Construction Cost (millions):<br>Freeway | $45-50 | $50-65 | $10-15 | $70-90 | $55-70 | $30-35 |
| Complementary Projects | – | – | $1 | $1 | $1 | $30(4) |
| Total Cost | $45-50 | $50-65 | $10-15 | $70-90 | $55-70 | $60-65 |

(in millions)

(1) Brady Street and south end of 12th Street.

(2) Average of northbound and southbound.

(3) See Figure 2-9 for definitions - LOS E represents maximum capacity and LOS F represents over capacity.

(4) Grade separations at Mission Street intersections with South Van Ness Avenue and with 13th Street. Other alternatives would benefit from these projects but they are probably only requi for alternative F.

SAN FRANCISCO
DPT
DEPARTMENT OF PARKING & TRAFFIC

FRANK M. JORDAN, Mayor
JOHN E. NEWLIN, Executive Director

City and County of San Francisco

# MEMORANDUM

TO: Honorable Members
Parking and Traffic Commission

FROM: John E. Newlin
Executive Director

SUBJECT: Interim Traffic Improvements in the Central Freeway Corridor

DATE: September 13, 1994

---

This memorandum summarizes already-implemented and proposed interim traffic improvements within the Central Freeway corridor in order to accommodate the loss of the Central Freeway north of Fell Street and the possible loss of portions of the remaining freeway south of Fell Street.

Measures which have already been taken in response to the demolition of the portion of the Central Freeway north of Fell Street include:

1. Improved signage on the westbound Central Freeway directing Golden Gate Bridge traffic to use the Mission Street off-ramp;
2. Signage, striping and parking changes on Gough Street needed to route traffic on to westbound Fell Street to reach the Oak Street on-ramp to the Central Freeway;
3. New traffic signal controllers and signal timing improvements on Oak and Fell Streets;
4. New tow-away zones on Gough Street at Market Street;
5. Implementation of protected left turn signals at various Van Ness Avenue intersections;
6. Adjustments to traffic signal phasing at the intersection of South Van Ness Avenue and Mission Street;
7. Placement of "logo" signs leading to Fisherman's Wharf, North Beach and Chinatown on Van Ness Avenue;

8. Removal of tow-away zone on the east side of Larkin Street north of Market Street;

9. Removal of 4-6 PM tow-away restriction on Turk Street between Mason and Polk Streets;

10. Intersection channelization improvements at Webster and Grove Streets.

The following interim traffic measures are proposed over the next several years to further reduce traffic congestion caused by the demolition of the Central Freeway north of Fell Street and congestion anticipated to arise if additional portions of the Central Freeway are either temporarily or permanently removed:

| MEASURE | COST (thousands) |
|---|---|
| 1ST YEAR | |
| Sign Alternate routes to freeway | $ 10 |
| Increase tow-away on parts of Franklin Street | nominal |
| Expand Intersection Blockage Enforcement Program | 50-100 |
| Meter and reorganize yellow zones on 9th Street | nominal |
| Improve tow-away enforcement on Ninth Street | nominal |
| Improve signal timing on Van Ness Avenue | funded |
| Restripe South Van Ness Avenue to provide southbound left turn pockets at Mission (MUNI only) and 12th | 20 |
| Add eastbound right turn lane on 13th St. between Mission and South Van Ness | 30 |
| Revise signal timing at Oak/Laguna intersection to clarify right of way on northbound and southbound Laguna Street | nominal |
| Coordinate with Caltrans in implementing advance traffic information system on freeway | nominal |
| Test of left-turn prohibition on Van Ness Avenue | 5 |

Honorable Members
Parking and Traffic Commission
September 13, 1994
Page Three

| MEASURE | COST (thousands) |
|---|---|
| STOP signs on Hickory Street at Laguna Street | nominal |
| Investigate feasibility and cost of grade separations at South of Market intersections | 70 |
| Convert McCoppin Street to one-way eastbound between Valencia and Otis Streets | nominal |
| 2ND YEAR | |
| Add 2nd lane to S. Van Ness on-ramp | 25 |
| Channelize/signalize Howard/South Van Ness intersection | 150 |
| Signalize Duboce/Gough/McCoppin intersection with MUNI pre-emption | 100 |
| Improve signal timing on Webster Street | 15 |
| Install new signal controllers on Van Ness Avenue, improve timing | funded |
| Add left turn lanes on eastbound 13th St. at Folsom and westbound 13th St. at Howard | 80 |
| 3RD YEAR and 4TH YEAR | |
| Add 3rd lane to Mission Street Off-Ramp | 1,000 |
| Signalize Hayes/Octavia, Hayes/Laguna and Hayes/Buchanan intersections with MUNI pre-emption | 300 |

JEN/JR/intprgrm

Item 17 - File 7-94-13

**Note:** This item was continued at the September 1, 1994 Housing and Land Use Committee Meeting.

1. The following item is a hearing to consider extending the Taylor Street cable car line by one, two or three blocks toward Fisherman's Wharf and Pier 45.

2. The existing Powell and Mason cable car line follows Powell Street, to Mason Street, to Columbus Street, to Taylor Street, to Bay Street. This cable car line then returns on Taylor Street back to Powell Street. The proposed hearing will consider extending this cable car line beyond the existing Taylor Street-Bay Street turnaround point, by extending the line beyond Bay Street (one to three blocks) continuing to Fisherman's Wharf and Pier 45.

3. Based upon information provided in MUNI's 1987-1992 Capital Improvement Program, the proposed project was included in MUNI's original transportation Improvement Project, and also was included in the Northern Waterfront Plan of 1969, and the Plan for the Northeastern Waterfront (1977). Implementation of the three-block extension (to Jefferson Street) was not undertaken because of a number of transportation concerns, such as the narrowness of Taylor Street, the proposed terminus site at Jefferson Street is inadequately sized, and an additional number of cable cars that would have been required. Therefore, the proposal was later reduced to a one-block proposal, extending the turnaround point from Bay Street to North Point Street.

4. MUNI's 1987-1992 Capital Improvement Program indicates that the principal benefits of the one-block Cable Car Extension Project would include the following:

- Improved service for passengers going to Fisherman's Wharf, without the need for additional Cable Cars.
- Enhanced passenger safety. After disembarking the Cable Car at the present terminus at Bay Street, the great majority of patrons are required to walk across Bay Street, which carries in excess of 20,000 vehicles each day, in order to reach the Wharf area.
- Improved traffic circulation. Taylor Street between Bay Street and Francisco Street is closed to traffic due to the use of the street area for the Cable Car turntable and boarding facility. Moving the terminal one block would permit Taylor Street to be reopened to traffic and local resident parking.
- Rationalized transportation/land use interface. The present Cable Car terminal is located in an area of high-density residential units. Moving the line one-block north places the terminal and its associated noise and activity in a commercial development area.

5. Mr. Fred Howell of the Public Transportation Commission (PTC) reports that the current Capital Improvement Program (CIP) does not include funding for the Cable Car Extension Project, for extending the cable car line for one block to North Point Street. Therefore, Mr. Howell indicates that if this project were to be included in the CIP, other projects would have to go unfunded. Mr. Howell reports that the existing CIP is devoted primarily to the replacement of the MUNI fleet.

6. When the one-block extension project was originally proposed as part of the 1987-1992 CIP, the estimated costs were as follows:

| Activity | 1989-90 | 1990-91 | Total |
|---|---:|---:|---:|
| Planning/Environmental Analysis/Engineering & Design | $378,743 | 0 | $378,743 |
| Property Acquisition* | 0 | $5,947,985 | 5,947,985 |
| Construction | 0 | 3,965,323 | 3,965,323 |
| **Total** | **$378,743** | **$9,913,308** | **$10,292,051** |

*The property acquisition costs assumed a purchase price of $220 per square foot for a 20,000 square foot right-of-way. This was based upon an appraisal completed in 1985, and escalated to 1990-91 dollars.

According to Mr. Howell, given that the proposed project is not included in the current CIP, assuming that the earliest that construction could be completed is 2001, and assuming a five percent cost escalation per year, the current estimated cost of the proposed one-block extension project would exceed $16 million. Mr. Howell reports that the project would not otherwise increase existing operating costs.

Harvey M. Rose

| cc: | |
|---|---|
| Supervisor Bierman | Supervisor Migden |
| Supervisor Maher | Clerk of the Board |
| Supervisor Shelley | Chief Administrative Officer |
| President Alioto | Controller |
| Supervisor Conroy | Teresa Serata |
| Supervisor Hallinan | Robert Oakes |
| Supervisor Hsieh | Ted Lakey |
| Supervisor Kaufman | |
| Supervisor Kennedy | |
| Supervisor Leal | |

SF
590.46
#2
9/22/94
c 2

DOCUMENTS DEPT
SEP 28 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## RESCHEDULED MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, SEPTEMBER 22, 1994 - 1:00 P.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

SUPERVISOR ALIOTO VOTED ON ITEMS 9 - 17

ABSENT: SUPERVISOR SHELLEY

SUPERVISOR MAHER - FOR VOTE ON ITEM 11
AND FOR ITEMS 9, 10, AND 12 - 17

CLERK: GAIL JOHNSON

1. File 18-94-11. [Stop Signs, Various Locations] Hearing to consider the establishment and revocation of "Stop Signs", various locations. (DPT Order No. 629) (Department of Parking and Traffic)

Stop Signs - Establish

Twentieth and Hampshire Streets, northeast and southwest corners, stopping Twentieth Street traffic (makes this an all-way Stop).

Twenty-First and York Streets, northeast and southwest corners, stopping Twenty-First Street traffic (makes this an all-way Stop).

Jarboe Avenue and Putnam Street, northwest and southeast corners, stopping Putnam Street traffic (presently uncontrolled).

Jerrold Avenue and Mendell Street, southwest corner, stopping Jerrold Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Jennings Street and Hollister Avenue, northeast and southwest corners, stopping Hollister Avenue traffic (makes this an all-way Stop).

Jennings Street and Fitzgerald Avenue, northwest and southeast corners, stopping Jennings Street traffic (makes this an all-way Stop).

Jennings Street and Yosemite Avenue, northwest and southeast corners, stopping Jennings Street traffic (makes this an all-way Stop).

Jennings Street and Underwood Avenue, northwest and southeast corners, stopping Jennings Street traffic.

1. File 18-94-11. (CONTINUED)

Stop Signs - Establish (CONTINUED)

Newhall Street and Hudson Avenue, northwest and southeast corners, stopping Newhall Street traffic (makes this an all-way Stop).

Seventeenth and Capp Streets, northeast and southwest corners, stopping Seventeenth Street traffic (makes this an all-way Stop).

Twelfth Avenue and Cabrillo Street, northeast and southwest corners, stopping Cabrillo Street traffic (makes this an all-way Stop).

Vermont and Division Streets, southeast corner, stopping Vermont Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Collins and Anza Streets, northwest corner, stopping Collins Street traffic (presently uncontrolled, stops the stem of this T-intersection).

McAllister Street and Parker Avenue, southwest corner, stopping McAllister Street traffic (presently uncontrolled, stops the stem of this T-intersection).

Hill Point and Parnassus Avenues, northwest corner, stopping Hill Point Avenue traffic (presently uncontrolled, stops the stem of this T-intersection).

Andover and Richland Streets, southeast corner, stopping Andover Street traffic (makes this three-legged intersection an all-way Stop).

Andover and Park Streets, northwest corner, stopping Andover Street traffic.

Jerrold and Donahue Avenues, southwest corner, stopping Jerrold Avenue traffic (presently uncontrolled, stops the stem of this T-intersection).

Bryant Street and Precita Avenue, northeast and southwest corners, stopping Precita Avenue traffic.

Stop Sign - Rescind

Bryant Street and Precita Avenue, northwest corner, stopping Bryant Street traffic. (Consideration continued from 7/21/94)

ACTION: Hearing held. Question divided. Question on establishing stop signs at Jarboe Avenue and Putnam Street; Andover and Richland Streets; Andover and Park Streets; and rescinding stop sign at Bryant Street and Precita Avenue severed and considered separately under File 18-94-11.2. Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

File 18-94-11.2. Question of "Considering the establishment of 'Stop Signs' on Jarboe Avenue and Putnam Street; Andover and Richland Streets; Andover and Park Streets; and rescinding stop sign at Bryant Street and Precita Avenue" severed from File 18-94-11. Filed.

2. File 19-94-9. [Parking Regulations, Various Locations] Hearing to consider the establishment, revocation and extension of parking regulations, various locations. (DPT Order No. 629) (Department of Parking and Traffic)

Tow-Away, No Parking Anytime - Establish
Larkin Street, west side, from 62 feet to 140 feet south of Bay Street (78-foot zone, replaces existing red zone).

Hemlock Street, both sides, from Laguna Street to west terminus (replaces existing "No Parking Anytime").

Parking Meter Area 3 (30-Minute Time Limit, 9 A.M. - 6 P.M., Monday Through Saturday - Extend
Parker Avenue, east side, from Geary Boulevard to 104 feet southerly (104-foot zone, replaces existing green zone with four parking meter stalls).

No Parking Anytime, Other Times - Rescind
Tow-Away, No Parking Anytime - Establish
Merchant Street, between Kearny and Montgomery Streets, both sides.

No Parking Anytime - Rescind
Chumasero Drive, west side, from Galindo Avenue to 155 feet southerly (155-foot zone).

Perpendicular (90-Degree) Parking - Establish
Twenty-Fourth Street, south side, between De Haro and Rhode Island Streets (the north side will be signed for parallel parking only).

Motorcycle Parking - Establish
310 Seventh Street, west side, from 16 feet to 65 feet north of the south property line (49-foot zone).
(Consideration continued from 7/21/94)

ACTION: Hearing held. Question divided. Question on parking regulations on Merchant Street severed and considered separately under File 19-94-9.1. Department of Parking and Traffic Order relating to parking regulation on Hemlock Street amended by replacing "Hemlock Street, both sides" with "Hemlock Street, south side". Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting and rescinding parking regulations at various locations." Recommended.

File 19-94-9.1. Question of "Considering establishment and revocation of parking regulations on Merchant Street" severed from File 19-94-9. Filed.

3. File 20-94-9. [Traffic Regulations, Various Locations] Hearing to consider the establishment and revocation of traffic regulations, various locations. (DPT Order No. 629) (Department of Parking and Traffic)

Yield Sign - Establish
Euclid Avenue, eastbound right-turn, at Masonic Avenue.

No Turn on Red - Establish
Third Street, northbound, at Howard Street;

Howard Street, westbound, at Third Street.

No Turn on Red, 6 A.M. - 7 P.M., Monday Through Friday - Establish
Bush Street, eastbound, at Sansome Street.

Tow-Away, No Stopping, 4 P.M. - 6 P.M., Except Saturday and Sunday - Rescind
Tow-Away, No Stopping, 4 P.M. - 7 P.M., Except Saturday and Sunday - Establish
Franklin Street, west side, between Post and Sacramento Streets (extends existing tow-away regulations hours).

No Left-Turn After Candlestick Events - Establish
Gilman Avenue, westbound, at Giants Drive.

No Left-Turn, Except Muni - Establish
Alvarado Street, westbound, at Castro Street.

No Left-Turn, Except Muni - Establish
Powell Street, southbound, at O'Farrell Street;

Howard Street, eastbound, at Eleventh Street.

Right Lane Must Turn Right - Establish
Twenty-Fifth Avenue, southbound, at Lincoln Boulevard.

No U-Turn - Establish
Geneva Avenue, both directions, at London Street;

Lake Merced Boulevard, northbound, at Font Boulevard.

Tow-Away, No Stopping, 7 P.M. - 7 A.M. - Rescind
Merchant Street, between Kearny and Montgomery Streets, both sides.

Tow-Away, No Stopping Anytime, Except Taxi - Rescind
Passenger Loading Only - Establish
Howard Street, north side, west of Third Street.
(Consideration continued from 7/21/94)

ACTION: Hearing held. Question divided. Department of Parking and Traffic Order relating to traffic regulation on Merchant Street amended by replacing "Merchant Street, between Kearny and Montgomery Streets, both sides" with "Merchant Street, between Kearny and Montgomery Streets, north side". Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets." Recommended.

4. File 111-94-2.1. [Telegraph Hill Interim Controls Freeze Order] Resolution ordering and directing the Zoning Administrator, Superintendent of the Bureau of Building Inspection and other permit issuing or approving agencies, including the Board of Permit Appeals, to suspend action on applications for permits filed on or after June 18, 1994, which would be prohibited by the proposed Telegraph Hill Scenic Conservation District adopted by the Board of Supervisors. (Supervisor Maher) (Companion to File 111-94-1)
(Consideration continued from 8/18/94)

ACTION: Continued to November 3, 1994, meeting (at the request of sponsor).

5. File 111-94-2. [Interim Controls, Telegraph Hill] Resolution imposing Interim Zoning Controls for a period of 18 months to establish the Telegraph Hill Scenic Conservation District applicable to all lots classified as Residential Use (R Districts) in Assessor's Blocks 54, 55, 50, 61, 62, 77, 78, 79, 85, 86, 87, 88, 103, 104, 105, 106, 113, 114, 115 and 116 limiting height and floor area ratio and providing for special design review by the City Planning Commission. (Supervisor Maher) (Companion to File 111-94-2.1)
(General Rule Exclusion from Environmental Impact Review)
(Consideration continued from 8/18/94)

ACTION: Continued to November 3, 1994, meeting (at the request of sponsor).

6. File 24-94-1. [Appeal, 1528-1540 Pine Street, Non-Standard Sidewalk] Communication from Kevin Fahey, Harvey Hacker Architects, appealing decision of the Department of Public Works by its letter dated April 15 1994, disapproving application to construct a non-standard sidewalk slope at 1528-1540 Pine Street (Golden Gate Cycles, Ltd.) to retain an existing curb cut while also modifying the sidewalk grades and the face of the building in order to provide code-mandated wheelchair accessibility.
(Consideration continued from 5/19/94)

ACTION: Consideration continued to October 6, 1994, meeting (at the request of appellant).

7. File 36-94-6.1. [Final Negative Declaration, 892 Corbett Avenue] Resolution adopting Final Negative Declaration, finding and determining that the reclassification of property at 892 Corbett Avenue from an RH-1 (House, One-Family) District to an RM-1 (Mixed Residential, Low Density) District, will have no significant impact on the environment, and adopting and incorporating findings of the Final Negative Declaration; companion measure to File 36-94-6. (Department of City Planning)

   ACTION: Hearing held. To Board with Recommendation "Do Not Pass".

8. File 36-94-6. [Zoning Map Amendment, 892 Corbett Avenue] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at 892 Corbett Avenue, Lot 13, in Assessor's Block 2779, from an RH-1 (House, One-Family) District to an RM-1 (Mixed Residential, Low Density) District and adopting findings pursuant to City Planning Code Sections 101.1 and 302(c); companion measure to File 36-94-6.1. (Department of City Planning)
   (Approved by City Planning Commission Resolution No. 13621)

   ACTION: Hearing held. To Board with Recommendation "Do Not Pass".

9. File 200-94-3. [Flower Market Permit, Approve Sale] Resolution approving the assignment or sale of the Flower Market Permit identified as "The Stockton Street Flower Market located on the east sidewalk of Stockton Street within 100 feet north of the northerly line of O'Farrell Street" to a qualified permit applicant pursuant to Article 5, Section 161(h) of the Public Works Code. (Department of Public Works)

   ACTION: Hearing held. Amended. (See file for details.) Recommended as amended. Supervisors Alioto and Bierman added as co-sponsors.

10. File 9-94-3. [Acceptance of Roadway, Park Street] Ordinance accepting roadway, including curbs, of Park Street, between Holly Park Circle and Andover Street. (DPW Order No. 166,845) (Department of Public Works)

    ACTION: Hearing held. Recommended.

11. File 115-94-10. [Civic Center Historic District] Ordinance amending Article 10 of the City Planning Code by adding Appendix J, Sections 1 through 13, designating the San Francisco Civic Center Historic District. (Department of City Planning)
    (Approved by City Planning Commission Resolution No. 13719)

    ACTION: Hearing held. Amended. (See file for details.) Consideration continued to October 6, 1994, meeting.

12. File 115-94-11. [Candlestick Park Special Sign District] Ordinance amending City Planning Code, by amending Section 608.4 to authorize signs in stadium parking lots within the Candlestick Park area that include general advertising and exceed 200 square feet in area, provided that the signs are designed primarily to be viewed either by patrons within the stadium or by patrons arriving at or departing from the stadium. (Department of City Planning)
(Approved by City Planning Commission Resolution No. 13749)
(General Rule Exclusion from Environmental Impact Review)

ACTION: Hearing held. Recommended. (Supervisor Alioto added as sponsor.)

13. File 114-94-5. [Commercial Water Conservation, Ordinance Amendment] Ordinance amending Building Code by amending Section 53B15(b) thereof, to provide an exemption from the requirement of installing aerators on sink faucets for health care facilities. (Public Utilities Commission)

ACTION: Hearing held. Recommended. (Supervisor Alioto added as sponsor.)

14. File 125-94-1. [Residential Water Conservation Ordinance Amendment] Ordinance amending the Housing Code, by amending Section 12A10 thereto to provide a medical exemption from the requirement of installing water conservation devices in residential buildings. (Public Utilities Commission)

ACTION: Hearing held. Recommended. (Supervisor Alioto added as sponsor.)

15. File 85-94-3. [Central Freeway Alternatives Plan Study] Hearing to consider the Central Freeway Alternatives Study. (Supervisor Bierman)
(Consideration continued from 6/16/94)

ACTION: Hearing held. Consideration continued to October 6, 1994, meeting.
(Supervisor Alioto added as co-sponsor.)

16. File 20-94-5.1. [Traffic Regulations, Washington/Jones Streets] Resolution enacting traffic regulations by establishing tow-away, no stopping on Washington Street, south side, from Jones Street to 30 feet westerly (30-foot zone). (Supervisor Alioto)
(Consideration continued from 9/1/94)

ACTION: Hearing held. Recommended.

17. File 7-94-13. [Cable Car Line, Mason Street] Hearing to consider extending the Mason Street cable car line by one, two or three blocks toward Fisherman's Wharf and Pier 45. (Supervisor Alioto)
(Consideration continued from 9/1/94)

ACTION: Hearing held. Consideration continued to December 1, 1994, meeting.

5F
90.46
#1
10/6/94

Public Library, Documents Dept.
Attn: Jane Hudson

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

October 4, 1994

DOCUMENTS DEPT.
OCT 6 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** October 6, 1994 Housing and Land Use Committee Meeting

Items 4, 5 and 6 - Files 7-94-9, 7-94-10 and 7-94-11

**Note**: These items were continued by the Housing and Land Use Committee at its meeting of August 18, 1994.

**Department:** Public Transportation Commission (PTC)
Municipal Railway (MUNI)

**Items:** Item 4, File 7-94-9 - This item is a hearing on the implementation of the new Public Transportation Commission in terms of improving MUNI service quality and management efficiency.

Item 5, File 7-94-10 - This item is a hearing to consider the Public Transportation Commission's implementation of several major MUNI capital improvement projects over the coming decade and how these projects will improve service and when.

Item 6, File 7-94-11 - This item is a hearing to consider the feasibility of establishing a MUNI Castro shuttle, whereby MUNI would operate limited service between the Embarcadero Station and Castro Station.

**Description:** **Files 7-94-9 and 7-94-10**

File 7-94-9 is a hearing on the implementation of the new Public Transportation Commission in terms of improving MUNI service quality and management efficiency. File 7-94-10 is a hearing to consider the Public Transportation Commission's implementation of several major MUNI capital improvement projects over the coming decade and how these projects will improve service and when.

The San Francisco electorate approved Proposition M on November 1, 1993, which, in part, transferred the functions of the MUNI from the Public Utilities Commission (PUC) to a new Public Transportation Department and created the new Public Transportation Commission.

The Public Transportation Commission consists of five members appointed by the Mayor to staggered four year terms. The Commission is responsible for the management and control of the Public Transportation Department and for the appointment of the Director of Public Transportation.

Mr. Fred Howell of the Public Transportation Department reports that the five members of the Public Transportation Commission and the Director of the Public Transportation Department were appointed by the Mayor effective June 28, 1994. According to Mr. Howell, the Director of the Public Transportation Department has launched a strategic planning process and has committed to providing the Commission a report and recommendations for the Department's strategic plan and structure and recommendations regarding the hiring of four permanent departmental deputies (the current four deputies are serving in an acting capacity). Mr. Howell also advises that the Public Transportation Commission has expressed a commitment to MUNI quality service including its being in agreement with the implementation of a "Riders Bill of Rights". The Southern California Rapid Transit District, along with some other public transit agencies, has established a "Riders Bill of Rights" as a means of bringing together the needs, concerns, and responsibilities of public transit riders, operators and staff, management and City government in order to emphasize quality service in public transit operations.

According to the MUNI's Short Range Transit Plan & Capital Improvement Program 1993-2002, MUNI's capital needs over the coming decade and a half are extensive. The entire fleet of motor coaches, trolley coaches and Light Rail Vehicles (LRVs) will be replaced, and in some cases expanded. A 20-year plan to completely rehabilitate or rebuild all maintenance and office buildings, because the facilities are deteriorating and/or are not adequate for the changing fleet, is ongoing. Additionally, there are extensive infrastructure and equipment replacement needs which have been identified. MUNI is also working with several other City agencies to develop and implement major projects along the Northern Waterfront. Finally, MUNI is involved in major rail expansion projects, which will have City-wide impact. According to the Short Range Transit Plan & Capital Improvement Program, these capital needs have produced a Capital Improvement Program (CIP) with 61 separate major projects and a $2.5 billion cost estimate, originally projected to be implemented over a nine year period. The Short Range Transit Plan & Capital Improvement Program states that $715 million of the $2.5 billion is already in place, which leaves approximately $1.79 billion still to be identified. MUNI projects that by 2002 an additional approximately $1.25 billion will be identified, which will still leave a deficit of approximately $540 million. Twenty different funding programs were the source of the $715 million as follows: $320 million or 45 percent in Federal funds, $170 million or 24 percent in State funds and $225 million or 31 percent in local/regional funds. The MUNI has three major projects that are currently in process: the Automatic Train Control System ($68 million), the LRV II Procurement Project (Phase I - $150 million for 52 LRVs and Phase II - $344 million for 84 LRVs) and the Muni-Metro Turnback Project ($202 million).

Mr. Howell reports that the CIP must be updated bi-annually and the departmental staff is in the beginning process of preparing the revisions for final action by the Public Transportation Commission for 1995-96. Mr. Howell states that revisions will take into account the reorganization within the Department to manage the CIP, consolidation of departmental staffing units and overall funding of the CIP in light of State transit funding deficits.

**File 7-94-11**

This item is a hearing to consider the feasibility of establishing a MUNI Castro shuttle. Mr. Howell previously reported on the feasibility of establishing a MUNI Castro shuttle and will be available at the Housing and Land Use Committee meeting on October 6, 1994 to answer any additional questions the Committee may have on this subject matter.

Item 7 - File 124-94-12

**Department:** Department of Parking and Traffic (DPT)

**Item:** Ordinance amending the Traffic Code by adding Section 32.6.17 thereto, adding the south side of Jackson Street, between Sansome Street and Custom House Place, to the list of streets on which parking restrictions shall apply.

**Description:** Jackson Street is a one-way eastbound street that passes through Pacific Heights, Nob Hill and the downtown financial district. Custom House Place is a dead-end alleyway between Sansome Street and Battery Street that intersects Jackson Street and which is adjacent to the Immigration and Naturalization Services (INS) building. On the south side of Jackson street, between Sansome Street and Custom House Place, there are currently two parking spaces available to the general public. These two spaces are in a white zone, which allows vehicles to park only to pick up or drop off passengers. The remaining area on the south side of Jackson Street, between Sansome Street and Custom House Place, is a red zone, which prohibits any parking whatsoever.

According to Mr. Mark Rand of the Department of Parking and Traffic (DPT), INS needs parking spaces in close proximity to the INS building for its vans, which deliver detainees to the INS building. Mr. Rand advises that parking spaces on the south side of Jackson Street, between Sansome Street and Custom House Place, would provide INS employees and their detainees with the fastest and most secure way into the INS building.

The proposed ordinance would amend the Traffic Code by adding Section 32.6.17, relating to parking restrictions on Jackson Street. Section 32.6.17 would provide that no person is permitted to stop, park or leave standing any vehicle, whether attended or unattended, on the south side of Jackson Street, between Sansome Street and Custom House Place, between the hours of 6 a.m. and 6 p.m., Monday through Friday. Only vehicles registered to INS would be permitted to park on this portion of Jackson Street. Any person violating this proposed parking restriction would receive a parking citation.

According to Mr. Rand, DPT would have to post two signs along the south side of Jackson Street, between Sansome Street and Custom House Place, to inform the public of the proposed parking restriction. Mr. Rand estimates that the cost of installing such signs would be approximately $300, including labor and materials. In addition, Mr. Rand advises that DPT would also have to paint over the curb, which would also cost approximately $300, including labor and materials. Mr. Rand advises that this total $600 cost would be absorbed in DPT's FY 1994-95 budget.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Items 8 and 9 - Files 85-94-3 and 85-94-4

**Note:** Item 8 was continued by the Housing and Land Use Committee at its meeting of September 22, 1994.

1. Item 8 (File 85-94-3) is a hearing to consider the Central Freeway Alternatives Study. The proposed resolution, Item 9 (File 85-94-4), would accept the recommendations of the Department of Parking and Traffic's study, notify Caltrans of the Board of Supervisors wishes that neither a full retrofit nor demolition of the Central Freeway take place until the feasibility of alternatives has been studied, rename and expand the Citizen's Advisory Task Force and endorse the Department of Parking and Traffic's interim traffic improvements.

**File 85-94-3 Hearing**

2. The Board of Supervisors previously approved Resolution 541-92 that requested the Mayor to urge Caltrans to await the completion of the Department of Parking and Traffic's Central Freeway Alternatives Study before beginning the process for retrofitting the Central Freeway. The request included the creation of a task force and a solicitation of community participation to evaluate alternative proposals, and to analyze the impacts of each alternative upon the land use and transportation of Hayes Valley and the Western Addition.

3. At the Housing and Land Use Committee of June 16, 1994, a progress update was provided to the Board of Supervisors on the Central Freeway Alternatives Study report by the consultants, Wilbur Smith Associates (WSA). The proposed hearing (File 85-94-3) was continued to the call of the Chair, pending the completion of the final report by WSA. Subsequently, on September 13, 1994, the Department of Parking and Traffic (DPT) submitted the final draft report of WSA to the Board of Supervisors for their comment and review. The purpose of this hearing is to consider the final draft of WSA's Central Freeway Alternatives Study report.

4. The Central Freeway Alternatives Study report completed by WSA outlines the following six alternatives for routing traffic in and around the Central Freeway area. As noted in Attachment I, the consultant has identified six alternatives as follows:

A) Retrofit - This alternative would retrofit the existing double deck structure, representing the status quo. The alternative would cost between $45 to $50 million, and would take an estimated two to five years.

B) Modified Retrofit - This alternative would eliminate the traffic conflict at Laguna and Fell Streets by diverting Gough Street on-ramp traffic via Oak Street. This alternative would cost between $50 to $65 million, and would take an estimated three to five years.

C) Mission Terminus - This alternative would provide an interim construction period and possible long range concept that terminates the Central Freeway at Mission Street. This alternative would cost between $10 to $15 million, and would take an estimated four years.

D) Single Deck/Haight Street bridge - This alternative would provide for a low single deck crossing of Market Street underpassing below Haight Street and terminating at Oak Street. This alternative would cost between $70 to $90 million, and would take an estimated six to ten years.

E) Single Deck/Haight Street Closure - This alternative would provide for a variation of the above single deck crossing Market Street concept that closes Haight Street and would have the off-ramp travel north on Octavia Street to Page Street, instead of having the ramp transverse under Haight Street. This alternative would cost between $55 and $70 million, and would take an estimated five to eight years.

F) 12th Street Exit - This alternative would provide for a south of Market Street, Mission Street terminus concept that directly routes some Highway 101 exit traffic via a new Twelfth Street exit to South Van Ness Avenue. This alternative would cost between $60 to $65 million, and would take between 7 to 12 years.

5. The WSA report recommends 1) that the City should recommend to Caltrans that the current freeway retrofit design process be put in abeyance at this time, and that other options be studied, 2) that the detailed study of alternatives should be initiated as soon as possible, and 3) that the above study should have active community participation. An Environmental Impact Report (EIR) would be required for any of the non-retrofitting alternatives, and therefore, the consultants are recommending to begin the EIR process given the likelihood that the alternative selected will not be retrofitting the structure.

6. Caltrans has agreed to defer advertisement for construction bids for the double deck earthquake retrofit project (Alternative A), until later into 1995 hoping that consensus is reached on the most feasible alternative.

7. Until consensus is reached on the appropriate alternative, and during construction, the DPT recommends several measures as traffic improvements. These measures are summarized on Attachment II, and would total an estimated $1.9 million, if all of the measures are implemented over a four year interim period.

8. According to WSA's report, there is approximately $30 million in Federal Emergency Relief funds remaining for the Central Freeway project. Therefore, assuming $1.9 million would be used for traffic improvements, the only proposed alternative with sufficient funding presently available is the Mission Terminus project (Alternative C), with an estimated cost of between $10 to $15 million.

9. According to Mr. Jerry Robbins of the Department of Parking and Traffic, additional funding has not yet been identified. However, Mr. Robbins stated that Caltrans has indicated that $16 million in National Highway Systems Funds may become available. In addition, Mr. Robbins reports that over the next four years,

other State and Federal funding will probably be identified. Such other sources of funding, however, have not been identified at this time.

**File 85-94-4 Resolution**

10. The proposed resolution, following the recommendation made by the consultants, Wilbur Smith Associates (WSA), requests Caltrans not to issue a call for bids retrofitting the Central Freeway until other alternatives are studied in depth. As stated above, Caltrans has agreed to defer advertisement for construction bids for the Central Freeway retrofit project until later in 1995 hoping that consensus is reached on the most feasible alternative.

11. Furthermore, the proposed resolution accepts the recommendations of the Department of Parking and Traffic's traffic study (See Attachment II) which identifies a list of interim traffic improvements that can be implemented while alternative plans for the Central Freeway are being studied. The proposed resolution calls for Caltrans to fund these interim traffic improvements and to work with the City and County of San Francisco to identify more funding to study alternative plans for the Central Freeway, including new alternatives identified by the City and Caltrans and those alternatives identified by WSA.

12. This proposed resolution also renames and expands the Hayes Valley/Western Addition Transportation Task Force, previously mandated by the Board of Supervisors Resolution 541-92. This task force will be renamed the Citizens' Advisory Task Force for the Central Freeway and it will include representatives from the urban design profession, the San Francisco Authority Citizens' Advisory Committee, and all neighborhoods affected by the transportation alternatives to the Central Freeway.

## Recommendation

Approval of the proposed resolution (File 85-94-4) is a policy matter for the Board of Supervisors.

Table A
COMPARISON OF ALTERNATIVES EVALUATION MATRIX
San Francisco Central Freeway Areawide Traffic Study

| Criteria | A<br>Retrofit | B<br>Modified Retrofit | C<br>Mission Terminus | D<br>Single Deck<br>Haight St. Bridge | E<br>Single Deck<br>Haight St. Closure | F<br>12th Street Exit |
|---|---|---|---|---|---|---|
| Visual Impacts | status quo | very minor | 3,000 feet of structure removed | • Octavia Blvd.<br>• Lower single deck crossing Market Street | • Octavia Blvd.<br>• Lower Structure<br>• Single deck crossing Market Street | • 3,000 ft structure/barrier removed-Octavia<br>• new 12th Street ramp<br>• intersection grade separations |
| New Right-of-Way | none | none | none | possible | possible | 1.2 acres (1) |
| Developable Land | none | none | 8.8 acres | 3.1 acres | 2.6 acres | 8.8 acres |
| Neighborhood Impacts: | | | | | | |
| North of Market | status quo | one block Oak St. | barrier removal | Octavia traffic | Octavia traffic | barrier removal |
| South of Market | status quo | status quo | traffic increase | status quo | status quo | 12th Street traffic |
| Market Street | status quo | status quo | congestion | lower-wider barrier | lower-wider barrier | congestion |
| MUNI Impact | none | minor (16X) | 13 MUNI routes & SamTrans | Haight buses | Haight buses | 13 MUNI routes & SamTrans |
| Traffic Congestion (Level of Service) | 7E and 1F(3) | 6E and 1F(3) | 6E and 10F(3) | 6E and 2F(3) | 6E and 2F(3) | 6E and 6F(3) |
| At-Grade Traffic Cross Market (Pk Hr) | 10,800 cars | 10,800 cars | 19,100 cars | 9,500 cars | 9,500 cars | 19,100 cars |
| Stacking Capacity(2) | 950 cars | 960 cars | 640 cars | 960 cars | 960 cars | 720 cars |
| Construction Impacts | moderate | minor | minor | 4 years | 3 years | 5 years |
| Staging | simple | simple | none | interim terminus | interim terminus | 2-3 years for intersections |
| Estimated Completion Date | 2-5 years | 3-5 years | 4 years | 6-10 years | 5-8 years | 7-12 years |
| Construction Cost (millions): | | | | | | |
| Freeway | $45-50 | $50-65 | $10-15 | $70-90 | $55-70 | $30-35 |
| Complementary Projects | – | – | $1 | $1 | $1 | $30(4) |
| Total Cost | $45-50 | $50-65 | $10-15 | $70-90 | $55-70 | $60-65 |

(in millions)

(1) Brady Street and south end of 12th Street.

(2) Average of northbound and southbound.

(3) See Figure 2-9 for definitions - LOS E represents maximum capacity and LOS F represents over capacity.

(4) Grade separations at Mission Street Intersections with South Van Ness Avenue and with 13th Street. Other alternatives would benefit from these projects but they are probably only required for alternative F.

City and County of San Francisco

SAN FRANCISCO
DPT
DEPARTMENT OF PARKING & TRAFFIC

FRANK M. JORDAN, Mayor
JOHN E. NEWLIN, Executive Director

MEMORANDUM

TO: Honorable Members
Parking and Traffic Commission

FROM: John E. Newlin
Executive Director

SUBJECT: Interim Traffic Improvements in the Central Freeway Corridor

DATE: September 13, 1994

---

This memorandum summarizes already-implemented and proposed interim traffic improvements within the Central Freeway corridor in order to accommodate the loss of the Central Freeway north of Fell Street and the possible loss of portions of the remaining freeway south of Fell Street.

Measures which have already been taken in response to the demolition of the portion of the Central Freeway north of Fell Street include:

1. Improved signage on the westbound Central Freeway directing Golden Gate Bridge traffic to use the Mission Street off-ramp;

2. Signage, striping and parking changes on Gough Street needed to route traffic on to westbound Fell Street to reach the Oak Street on-ramp to the Central Freeway;

3. New traffic signal controllers and signal timing improvements on Oak and Fell Streets;

4. New tow-away zones on Gough Street at Market Street;

5. Implementation of protected left turn signals at various Van Ness Avenue intersections;

6. Adjustments to traffic signal phasing at the intersection of South Van Ness Avenue and Mission Street;

7. Placement of "logo" signs leading to Fisherman's Wharf, North Beach and Chinatown on Van Ness Avenue;

8. Removal of tow-away zone on the east side of Larkin Street north of Market Street;
9. Removal of 4-6 PM tow-away restriction on Turk Street between Mason and Polk Streets;
10. Intersection channelization improvements at Webster and Grove Streets.

The following interim traffic measures are proposed over the next several years to further reduce traffic congestion caused by the demolition of the Central Freeway north of Fell Street and congestion anticipated to arise if additional portions of the Central Freeway are either temporarily or permanently removed:

| MEASURE | COST (thousands) |
|---|---|
| 1ST YEAR | |
| Sign Alternate routes to freeway | $ 10 |
| Increase tow-away on parts of Franklin Street | nominal |
| Expand Intersection Blockage Enforcement Program | 50-100 |
| Meter and reorganize yellow zones on 9th Street | nominal |
| Improve tow-away enforcement on Ninth Street | nominal |
| Improve signal timing on Van Ness Avenue | funded |
| Restripe South Van Ness Avenue to provide southbound left turn pockets at Mission (MUNI only) and 12th | 20 |
| Add eastbound right turn lane on 13th St. between Mission and South Van Ness | 30 |
| Revise signal timing at Oak/Laguna intersection to clarify right of way on northbound and southbound Laguna Street | nominal |
| Coordinate with Caltrans in implementing advance traffic information system on freeway | nominal |
| Test of left-turn prohibition on Van Ness Avenue | 5 |

| MEASURE | COST (thousands) |
|---|---|
| STOP signs on Hickory Street at Laguna Street | nominal |
| Investigate feasibility and cost of grade separations at South of Market intersections | 70 |
| Convert McCoppin Street to one-way eastbound between Valencia and Otis Streets | nominal |

2ND YEAR

| | |
|---|---|
| Add 2nd lane to S. Van Ness on-ramp | 25 |
| Channelize/signalize Howard/South Van Ness intersection | 150 |
| Signalize Duboce/Gough/McCoppin intersection with MUNI pre-emption | 100 |
| Improve signal timing on Webster Street | 15 |
| Install new signal controllers on Van Ness Avenue, improve timing | funded |
| Add left turn lanes on eastbound 13th St. at Folsom and westbound 13th St. at Howard | 80 |

3RD YEAR and 4TH YEAR

| | |
|---|---|
| Add 3rd lane to Mission Street Off-Ramp | 1,000 |
| Signalize Hayes/Octavia, Hayes/Laguna and Hayes/Buchanan intersections with MUNI pre-emption | 300 |

JEN/JR/intprgrm

Items 11 and 12 - Files 52-94-2.4 and 52-94-2.5

**Department:** Department of Public Works (DPW)

**Item:** Item 11 File 52-94-2.4 Resolution approving the "Post-Top" Alternative Engineer's Report prepared and filed by the Deputy Director of Public Services, Department of Public Works, in the formation proceedings for Assessment District No. 92-2, pursuant to Article I of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District and rescinding Resolution No. 697-94, companion measure to File 52-94-2, 52-94-2.1, 52-94-2.2, 52-94-2.3, 92-94-2.5.

Item 12 File 52-94-2.5 Resolution approving the "Standard" Alternative Engineer's Report prepared and filed by the Deputy Director of Public Services, Department of Public Works, in the formation proceedings for Assessment District No-92-2, pursuant to Article I of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, subarticle VIII, Chapter X, Part II of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District and rescinding Resolution No. 697-94, companion measure to File 52-94-2, 52-94-2.1, 52-94-2.2, 52-94-2.3, 92-94-2.4.

**Description:** In 1992 the Board of Supervisors approved a resolution (File 52-92-6.1) providing for the formation of the Dolores Heights Assessment District (Assessment District No. 92-2) for the purpose of installing new street lighting in the Dolores Heights area and authorizing the preparation of an Engineer's Report by the DPW detailing the street lighting specifications, project costs, estimated assessments on property owners and other necessary information for planning the project.

The Assessment District includes parts of Church Street, Cumberland Street, Sanchez Street, Twentieth Street, Liberty Street, Twenty-first Street, Twenty-second Street, Rayburn Street, Dorland Street, Dolores Street, Castro Street, Noe Street, Guerrero Street, Nineteenth Street and all of Dolores Terrace.

At its meeting of July 21, 1994 the Housing and Land Use Committee considered the original Engineer's Report for this Assessment District and requested that the Department of Public Works provide an alternative Engineer's Report with an option for the use of "Post-Top" street lights in the area instead of the "Standard" street lights that were specified in the original Engineer's Report. At the same time, the Committee also recommended adoption of the original Engineer's Report so that the City could proceed with scheduling and noticing two public hearings on the creation of the Assessment District which are required under the Brown Act and under the Landscaping and Lighting Act. On August 1, 1994, the full Board of Supervisors adopted Resolution 697-94 which approved the original Engineer's Report specifying "Standard" street lights.

The DPW has now filed an alternative modified version of the original Engineers Report specifying "Standard" street lights (File 52-94-2.5). This alternative version reflects new costs for traffic routing of $20,000, added costs for emergency services of $8,000, and a reduction in construction contingency costs from 15 percent to 10 percent. The original "Standard" street lights project cost approved by the Board in August was $1,049,500 and the modified "Standard" street lights project cost is $1,052,500, for a total increase of $3,000.

In addition, the DPW has prepared another alternative Engineer's Report specifying the use of "Post-Top" street lights for this Assessment District as requested by the Housing and Land Use Committee (File 52-94-2.4).

"Post-Top" street lights are globe lamps installed on top of decorative 15 ft. cast iron poles, whereas "Standard" street lights are mounted on an arm projecting into the street from taller steel poles. The DPW has provided a simplified scale drawing of the two alternatives which is attached to this report.

According to the DPW, there are three main differences between the two alternatives; the number of lights to be installed, the estimated construction cost, and the resulting amounts which would be assessed on property owners in the district. These differences have been summarized by the DPW and are shown in the table below. Total project costs, average assessments, and the range of assessments on property owners for the two alternatives are also shown.

| | Modified "Standard" Alternative | "Post-Top Alternative" |
|---|---|---|
| **No. of lights** | 109 | 137 |
| **Construction cost estimate** | $708,500 | $901,700 |
| **Total project cost estimate** | $1,052,500 | $1,264,700 |
| **Maximum assessment in district for a 25 foot lot** | $1,918 | $2,305 |
| **Average assessment in district** | $2,183 | $2,623 |
| **Lowest assessment in district** | $217 | $261 |
| **Highest assessment in district** | $7,787 | $9,357 |

In accordance with the Public Works Code, the DPW has mailed a notice of the proposed street lighting alternatives to all 482 affected property owners. As of September 26, the DPW had received phone calls, letters, or petitions from 17% of the property owners in favor of the "Post-Top" Alternative and from 5% of the property owners in favor of the "Standard" Alternative, with no response from 78% of the affected property owners. In addition, DPW staff attended a meeting of the Dolores Heights Improvement Club on September 26 to answer questions from residents.

**Comments:**

1. Final public hearings on the creation of the Assessment District are scheduled on November 21 for the public hearing required under the Brown Act and on December 5 for the protest hearing required under the Landscape and Lighting Act. Under the Landscape and Lighting Act, if property owners representing more than 50 percent of assessable land within the proposed Assessment District protest either at the protest hearing or in writing to the Clerk of the Board by the close of the hearing, proceedings for the assessment district must be abandoned.

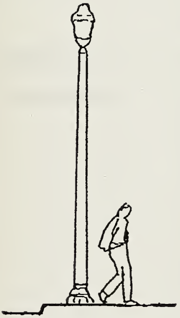
2. The Housing and Land Use Committee should adopt one of the two proposed resolutions (File 52-94-2.4 or File 52-94-2.5) thereby accepting one of the two alternative Engineer's Reports.

File 52-94-2.4 is a resolution rescinding the Board's approval of the original Engineer's Report (Resolution 697-94) which specified "Standard" street lights and approving instead the "Post-Top" version of the Engineer's Report, which specifies "Post-Top" street lights.

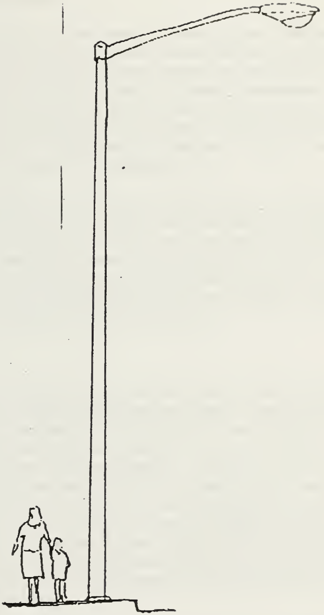
File 52-94-2.5 is a resolution rescinding the Board's approval of the original Engineer's Report (Resolution 697-94) which specified "Standard" street lights and approving instead the modified "Standard" version of the Engineer's Report which specifies "Standard" street lights, and reflects an increase in project costs of $3,000.

3. The Attachment is a simplified scale drawing of the two alternative street light types.

**Recommendation:** Approval of either of the proposed resolutions is policy matter for the Board of Supervisors.



POST-TOP UNIT



STANDARD/COBRA HEAD UNIT

Items — 13 and 14 — Files 164-94-2 and 164-94-2.1

**Department:** Real Estate Department

**Items:** Item 13, File 164-94-2 - Resolution declaring the intention of the Board of Supervisors to vacate and exchange a portion of a City public sewer and drainage easement located within Block 4034, Lot No. 4 for a new City sewer easement and setting the hearing date for all persons interested in the proposed vacation; and adopting findings that the vacation is consistent with the City's Master Plan and Eight Priority Policies of City Planning Code Section 101.1

Item 14, File 164-94-2.1 - Ordinance ordering the vacation of a portion of a City public sewer and drainage easement located within Block 4034, Lot No. 4 and conveying the City's interest to the property owner in exchange for a new City sewer easement, and adopting findings that the vacation is consistent with the City's Master Plan and Eight Priority Policies of City Planning Code Section 101.1.

**Amount:** $2,500

**Description:** The Real Estate Department reports that the owner of property located at 18th and Arkansas Streets, has requested the vacation and exchange of a portion of an existing City public sewer and drainage easement for a new City sewer easement. The owner, Potrero Heights - San Francisco, L.P., a nonprofit limited partnership, has requested the vacation and exchange of a portion of the existing City sewer easement for a new City sewer easement in order to provide a City sewer line for a planned development of 29 affordable live/work rental units. The existing City sewer easement contains 467 square feet, The proposed City sewer easement contains 526 square feet.

Under the proposed ordinance (File 164-94-2.1), the City would relinquish its easement rights to a portion of the existing sewer easement in exchange for easement rights over the proposed new sewer easement.

The Department of City Planning reports that the proposed vacation and exchange of a portion of a public sewer and drainage easement for a new sewer easement is consistent with the City's Master Plan and is consistent with the Eight Priority Policies of Planning Code Section 101.1.

**Comments:** 1. The proposed resolution (File 164-94-2) would schedule a hearing regarding the proposed vacation and exchange of easements. Therefore, if the Housing and Land Use Committee wishes to approve the proposed resolution, the legislation should be amended to set the date, hour and place of the hearing.

2. If the finding by the Board of Supervisors at the public hearing is in favor of the proposed vacation and exchange of the easements, the proposed ordinance (File 164-94-2.1) which authorizes the vacation and exchange of these easements, would then be considered by the Board of Supervisors.

3. The Real Estate Department advises that the $2,500, which is to be paid by Potrero Heights - San Francisco, L.P. to the City, represents the fair market value of the sewer easement exchange.

**Recommendations:** 1. Amend the proposed resolution to set the date, hour and place of the public hearing (File 164-94-2) and approve as amended.

2. Refer the proposed ordinance to the Board of Supervisors without recommendation (File 164-94-2.1).

Item 15 - File 115-94-10

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of September 22, 1994.

| | |
|---|---|
| **Department:** | Planning Department |
| **Item:** | Ordinance amending Article 10 of the City Planning Code by adding Appendix J designating the San Francisco Civic Center Historic District. |

**Description:** The proposed ordinance would establish Civic Center as a historic district, meaning that the architectural features, formal plan composition and street scope elements of all publicly and privately-owned buildings in the Civic Center should be preserved and strengthened. According to Mr. Vincent Marsh of the Planning Department, other elements of the Civic Center other than buildings, such as Civic Center Plaza, street furniture and street lighting would not require "Certificates of Appropriateness" because these elements would be the subject of a long-range urban design plan.

As noted in the Attachment, the proposed historic district would generally be bounded by Golden Gate Avenue to the north, Franklin Street to the west, Jones Street to the east, and Market and Fell Streets to the south.

Under the proposed ordinance, within ten days after a building permit is issued, the project, on each publicly and privately-owned building will be determined by the Planning Department as either: 1) a major alteration, or 2) a minor alteration. The proposed ordinance would require that each major alteration, within the designated historic district area, be reviewed by Planning Department staff to determine whether the major alteration complies with the historic district architectural standards. A major alteration is defined as the following:

> 1) an alteration that will remove or cover an exterior architectural feature or a portion of a "significant interior;"
>
> 2) an alteration that would affect all or any substantial part of a structure's interior or exterior column or load-bearing wall, exterior walls or exterior ornamentation;

3) an alteration that would result in a substantial addition of height;

4) an alteration in combination with other alterations authorized within the preceding five years.

Any other alteration not meeting any of the above-listed criteria would be considered a minor alteration. If an alteration is considered a minor alteration, the permit application will be returned to the Central Permit Bureau of the Department of Public Works (DPW) for further processing. If an alteration is considered a major alteration, then a "Certificate of Appropriateness" must be obtained by building owners from the Planning Department for each major alteration. Therefore, an additional review and application process would be required under the proposed ordinance.

**Comments:**

1. According to Mr. Robert Passmore, Zoning Administrator for the Planning Department, the Planning Code already specifies the fees to be charged to offset costs associated with performing reviews for the issuance of "Certificates of Appropriateness" in both publicly and privately-owned buildings.

Such planning fees, previously approved by the Board of Supervisors, are based upon a percentage of construction costs, and are as follows:

| Construction Costs | Planning Fees to be Charged |
|---|---|
| Less than $10,000 | $800 |
| $10,000 to $999,999 | $1,000 plus .46 % of construction costs over $10,000 |
| $1 million to $4,999,999 | $5,516 plus .55% of construction costs over $1 million |
| $5 million to $9,999,999 | $27,670 plus .46% of construction costs over $5 million |
| $10 million to $29,999,999 | $50,476 plus .24% of construction costs over $10 million |
| $30 million to $49,999,999 | $99,346 plus .15% of construction costs over $30 million |
| $50 million to $99,999,999 | $128,668 plus .10% of construction costs over $50 million |
| $100 million and over | $177,538 plus .03% of construction costs over $100 million |

2. Mr. Marsh estimates that approximately six to eight "Certificate of Appropriateness" reviews would have to be performed annually for the Civic Center area. However, Mr. Marsh indicates that because of all of the seismic upgrading and earthquake retrofitting projects scheduled in the Civic Center over the next several years, the number of additional reviews that would have to be performed under the proposed ordinance could be significant. The proposed ordinance does not currently exempt governmental agencies from the above-listed planning fees. Therefore, this ordinance applies to both publicly and privately-owned buildings.

3. Mr. Passmore states that the additional reviews required under the proposed ordinance, may take up to one month to

complete, (which would include City projects such as the seismic retrofitting of City Hall). Mr. Passmore indicates that some planning activities may be performed concurrently.

4. Based upon information submitted by the Department of Public Works (DPW), Bureau of Architecture, the following fees could be charged to the Earthquake Safety Bond Program, if the proposed ordinance is approved:

| Building | Estimated Construction Costs | Potential Planning Fees |
|---|---|---|
| City Hall | $112.2 million | $181,198* |
| Dept. Public Health (101 Grove St.) | $10.2 million | 50,956* |
| War Memorial Opera House | $25.6 million | 87,916* |
| **Total** | | **$320,070** |

*These potential fees are based upon 100 percent of all construction costs, and therefore, represent the maximum fees that could be charged. However, according to Mr. Marsh, the actual fees charged for these City projects may be less because not all of the construction would necessarily require a "Certificate of Appropriateness" where certain exterior architectural features or significant interior features are not affected.

5. As noted above, an estimated maximum of $320,070 in additional project costs for City seismic upgrading projects funded through the Earthquake Safety Bond Program would result if the proposed ordinance is adopted. Additional costs may also result from potentially delaying projects up to one month for the additional planning review process that would have to be completed. According to Mr. Mark Primeau of the Bureau of Architecture, sufficient project contingency funds should be available to cover these additional costs. However, these additional costs would otherwise not be incurred if the proposed ordinance is not adopted.

6. The Landmarks Preservation Advisory Board (which serves as an advisory board to the Planning Commission) already reviews several publicly and privately-owned buildings in the Civic Center area as part of the existing sections of the Planning Code that relate to historical preservation (including City Hall and the War Memorial Opera House). Therefore, according to Mr. Passmore, if the Landmarks Preservation Advisory Board approves a project regarding historical preservation, the amount of staff time spent on issuing a "Certificate of Appropriateness" regarding the proposed Civic Center Historic District will not likely be as significant as for projects that are not presently required to be reviewed by the Landmarks Preservation Advisory Board.

7. Although the Planning Code already has sections that apply to the historical preservation of publicly and privately-owned buildings within the Civic Center area, Mr. Passmore reports that the proposed ordinance would primarily serve to clarify the role of the Landmarks Preservation Advisory Board in making recommendations, by further specifying guidelines for important architectural features. The proposed ordinance would also serve as the local ordinance declaring Civic Center as a historic district. Civic Center has already been declared a National Historic Landmark.

8. The City Planning Commission adopted a resolution (Resolution No. 13719) that designated the Civic Center area as a historic district.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#2
10/6/94

# CALENDAR —Actions

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, OCTOBER 6, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

ABSENT: SUPERVISOR MAHER - ITEMS 1 - 6, AND 10

SUPERVISOR SHELLEY - ITEMS 11 - 15

CLERK: GAIL JOHNSON

DOCUMENTS DEPT.
OCT 12 1994
SAN FRANCISCO
PUBLIC LIBRARY

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18-94-13. [Stop Signs, Various Locations] Hearing to consider the establishment of "Stop Signs", various locations. (DPT Order No. 665) (Department of Parking and Traffic)

Stop Signs - Establish
Fifteenth Avenue and Pacheco Street, northwest and southeast corners, stopping Fifteenth Avenue traffic (makes this an all-way Stop).

Miramar Avenue and Northwood Drive, northeast and southwest corners, stopping Northwood Drive traffic (presently uncontrolled).

Page and Shrader Streets, northeast and southwest corners, stopping Page Street traffic (makes this an all-way Stop).

Darien Way and Northgate Drive, northwest and southeast corners, stopping Northgate Drive traffic (presently uncontrolled).

(b) File 18-94-15. [Stop Signs, Second and Berry Streets] Hearing to consider the establishment of Stop Signs, Second and Berry Streets, all corners, stopping both Second and Berry Street traffic (presently uncontrolled, makes this an all-way Stop). (DPT Order No. 673) (Department of Parking and Traffic)

(c) File 19-94-11. [Parking Regulations, Bryant Street] Hearing to consider the establishment of perpendicular (90-degree angle) parking on Bryant Street, east side, from 78 feet to 390 feet north of Twenty-Second Street (312-foot zone, provides twelve new parking spaces). (DPT Order No. 665) (Department of Parking and Traffic)

(d) File 19-94-12. [Parking Regulations, Various Locations] Hearing to consider the establishment and revocation of parking regulations, various locations. (DPT Order No. 673) (Department of Parking and Traffic)

No Parking Anytime - Rescind
Tow-Away, No Parking Anytime - Establish

Varney Place, north side, from Jack London Place to 65 feet westerly (65-foot zone).

Varney Place, south side, from Jack London Place to 72 feet westerly (72-foot zone).

Perpendicular (90-Degree Angle) Parking - Establish

Webster Street, east side, between Duboce Avenue and Hermann Street.

Note: The sidewalk width on the east side will be reduced from fifteen feet to seven to accommodate this change.

(e) File 20-94-11. [Traffic Regulations, Various Locations] Hearing to consider the establishment of traffic regulations, various locations. (DPT Order No. 665) (Department of Parking and Traffic)

No Left Turn, 4 p.m. - 6 p.m., Monday Through Saturday, Except Buses - Establish

Mission Street, southbound, at Fourteenth Street (replaces existing full-time left turn prohibition).

Tow-Away, No Stopping Anytime - Establish

Larkin Street, east side, from Chestnut Street northerly to the gore point of the median on Francisco Street (430-foot zone).

Larkin Street, west side, from a point 35 feet north of Chestnut Street northerly to a point six feet east of the west property line of 1021 Francisco Street (400-foot zone).

Note: These zones replace existing red zones with signing.

(f) File 20-94-12. [Traffic Regulations, Various Locations] Hearing to consider the establishment of traffic regulations, various locations. (DPT Order No. 673) (Department of Parking and Traffic)

No Turn on Red, 8 a.m. - 3 p.m., Monday Through Friday - Establish

Ellis and Gough Streets, all approaches (facing southbound, eastbound and westbound traffic).

Street Closed to Vehicular Traffic at All Times - Establish

Ecker Street, between Stevenson and Mission Streets.

ACTION: Consent Calendar recommended.

a. File 18-94-13. Department of Parking and Traffic recommendations recommended. Combined with File 18-94-13.

b. File 18-94-15. Department of Parking and Traffic recommendations recommended. File 18-94-13 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

c. File 19-94-11. Department of Parking and Traffic recommendations recommended. Combined with File 19-94-12.

d. File 19-94-12. Department of Parking and Traffic recommendations recommended. File 19-94-11 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting and rescinding parking regulations at various locations." Recommended.

e. File 20-94-11. Department of Parking and Traffic recommendations recommended. Combined with File 20-94-12.

f. File 20-94-12. Department of Parking and Traffic recommendations recommended. File 20-94-11 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting traffic regulations on various streets". Recommended.

## REGULAR CALENDAR

2. File 115-94-8.1. [Final Negative Declaration, Single Room Occupancy] Resolution adopting Final Negative Declaration, finding and determining that amending various sections of the City Planning Code to define Single Room Occupancy (SRO) living units and provide density, rear yard, usable open space, dwelling unit exposure and parking regulations for them in the South of Market Base District (Project) will have no significant impact on the environment, and adopting and incorporating findings of Final Negative Declaration; companion measure to File 115-94-8. (Department of City Planning)

ACTION: Hearing held. Recommended.

3. File 115-94-8. [Single Room Occupancy Living Units] Ordinance amending City Planning Code by amending existing Sections 134, 135, 140, 151, 207.5, 208, 209.2, 813 through 818 and 890.88; to define single room occupancy living units and provide density, rear yard, usable open spaces, dwelling unit exposure and parking regulations for them in the South of Market base district, to correct provisions of the rear year requirements inadvertently changed in a previous ordinance and finding that the legislation is consistent with the priority policies of City Planning Code Section 101.1. (Supervisor Kaufman)
(Approved by City Planning Commission Resolution No. 13754, subject to certain amendments)

ACTION: Amendment of the Whole prepared in Committee. Recommended as amended. New title: "Amending City Planning Code by amending existing Sections 134, 135, 140, 151, 207.5, 208, 813 through 818 and 890.88; to define single room occupancy living units and provide density, rear yard, usable open spaces, dwelling unit exposure and parking regulations for them in the South of Market base district, to correct provisions of the rear year requirements inadvertently changed in a previous ordinance and finding that the legislation is consistent with the priority policies of City Planning Code Section 101.1."

4. File 7-94-9. [MUNI Service Quality and Management Efficiency] Hearing on implementation of the new Transportation Commission in terms of improving MUNI service quality and management efficiency. (Supervisor Leal)
(Continued from 8/18/94)

ACTION: Consideration continued to the Call of the Chair (at the request of sponsor).

5. File 7-94-10. [MUNI Capital Improvement Projects] Hearing to consider the Transportation Commission's implementation of several major MUNI capital improvement projects over the coming decade and how these projects will improve service and when. (Supervisor Leal)
(Continued from 8/18/94)

ACTION: Consideration continued to the Call of the Chair (at the request of sponsor).

6. File 7-94-11. [MUNI Castro Shuttle Service] Hearing to consider feasibility of establishing a MUNI Castro shuttle, whereby MUNI would operate limited service between the Embarcadero Station and Castro Station. (Supervisor Leal)
(Continued from 8/18/94)

ACTION: Consideration continued to the Call of the Chair (at the request of sponsor).

7. File 124-94-12. [Parking Regulations, Jackson Street] Ordinance amending the Traffic Code by adding Section 32.6.17 thereto, adding Jackson Street, south side, between Sansome Street and Custom House Place, to the list of streets on which parking restrictions shall apply. (DPT Order No. 650) (Department of Parking and Traffic)

   ACTION: Hearing held. Recommended.

8. File 85-94-3. [Central Freeway Alternatives Plan Study] Hearing to consider the Central Freeway Alternatives Study. (Supervisors Bierman, Alioto)
   (Continued from 9/22/94)

   ACTION: Hearing held. Consideration continued to the Call of the Chair.

9. File 85-94-4. [Central Freeway] Resolution accepting the recommendations of the Department of Parking and Traffic's traffic study, notifying Caltrans of the Board of Supervisors' wishes that neither a full retrofit nor demolition of the Central Freeway take place until the feasibility of alternatives has been studied, renaming and expanding the Citizens' Advisory Task Force, and endorsing the Department of Parking and Traffic's interim traffic improvements. (Supervisors Hallinan, Bierman)

   ACTION: Hearing held. Amendment of the Whole prepared in Committee. Recommended as amended. New title: "Accepting the recommendations of the Department of Parking and Traffic's traffic study, notifying Caltrans of the Board of Supervisors' wishes that neither a full retrofit nor demolition of the Central Freeway take place until the feasibility of alternatives has been studied, renaming and expanding the Citizens' Advisory Task Force, and endorsing the Department of Parking and Traffic's interim traffic improvements; requesting staff report by January of 1995; requesting final decision by May 1, 1995, or June 1, 1995 at the latest."

10. File 24-94-1. [Appeal, 1528-1540 Pine Street, Non-Standard Sidewalk] Communication from Kevin Fahey, Harvey Hacker Architects appealing decision of the Department of Public Works by its letter dated April 15 1994, disapproving application to construct a non-standard sidewalk slope at 1528-1540 Pine Street (Golden Gate Cycles, Ltd.) to retain an existing curb cut while also modifying the sidewalk grades and the face of the building in order to provide code-mandated wheelchair accessibility.
    (Continued from 9/22/94)

    ACTION: Consideration continued to the Call of the Chair (at the request of appellant).

11. File 52-94-2.4. [Lighting Assessment District] Resolution approving the "Post-Top Alternative" Engineer's Report prepared and filed by the Deputy Director in the formation proceedings for Assessment District No. 92-2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II, of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District and rescinding Resolution No. 697-94. (Department of Public Works)

    ACTION: Hearing held. Recommended.

12. File 52-94-2.5. [Lighting Assessment District] Resolution approving the "Standard Alternative" Engineer's Report prepared and filed by the Deputy Director in the formation proceedings for Assessment District No. 92-2, pursuant to Article 1 of Chapter 2 of the Landscaping and Lighting Act of 1972, as adopted by Article 6.1, Subarticle VIII, Chapter X, Part II, of the San Francisco Municipal Code (Public Works Code) for the purposes of installing street lighting in the Dolores Heights District and rescinding Resolution No. 697-94. (Department of Public Works)

    ACTION: Hearing held. Tabled.

13. File 164-94-2. [18th and Arkansas Streets, Vacation of Sewer Easement] Resolution declaring intention of the Board of Supervisors to vacate and exchange a portion of a public sewer and drainage easement located within Block 4034, Lot No. 4, for a new easement and setting the hearing date for all persons interested in the proposed vacation; and adopting findings that the vacation is consistent with the City's Master Plan and eight priority polices of City Planning Code Section 101.1; companion to File 164-94-2.1. (Real Estate Department)

    ACTION: Hearing held. Amended by setting Monday, November 21, 1994, at 3:00 p.m., as the date for the public hearing before the Board. Recommended as amended.

14. File 164-94-2.1. [18th and Arkansas Streets, Vacation of Sewer Easement] Ordinance ordering the vacation of a portion of a public sewer and drainage easement located within Block 4034, Lot No. 4, and conveying the City's interest to the property owner in exchange for a new easement and adopting findings that the vacation is consistent with the City's Master Plan and eight priority polices of City Planning Code Section 101.1; companion measure to File 164-94-2. (Real Estate Department)

    ACTION: To Board Without Recommendation for consideration on November 21, 1994.

Note: It is the intention of the Chair to entertain a motion to continue consideration of the following item (File 115-94-10) to the October 20, 1994, meeting:

15. File 115-94-10. [Civic Center Historic District] Ordinance amending Article 10 of the City Planning Code by adding Appendix J, Sections 1 through 13, designating the San Francisco Civic Center Historic District. (City Planning Department)
(Approved by City Planning Commission Resolution No. 13719)
(Continued from 9/22/94)

ACTION: Hearing held. Amendment of the Whole bearing same title prepared in Committee. Consideration continued to November 17, 1994, meeting.

SF
S90.46
#3
10/20/94

Public Library, Documents Dept.
ATTN: Jane Judson

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

October 18, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** October 20, 1994 Housing and Land Use Committee Meeting

Item 3 - File 120-94-1

**Department:** San Francisco Water Department

**Item:** Ordinance amending Plumbing Code by amending Section 30.2(d) and adding Section 30.2(i) to exempt from permit requirements the replacement of certain water conservation devices and toilets.

**Description:** The San Francisco Water Department is currently implementing water conservation ordinances previously approved by the Board of Supervisors. Those ordinances include a rebate program to owners of residential buildings as an incentive for them to install low-flow toilets in their properties. The rebate is $75.00 and is earned for every two low-flow toilets installed in multiple family buildings.

The San Francisco Plumbing Code specifies that when building owners replace a toilet they must get a plumbing permit which carries a minimum fee of $70.55, based on the cost of one hour of a plumbing inspector's time. As a result, the permit fee has the potential effect of reducing or possibly eliminating the building owner's gains from the rebate program.

The proposed ordinance would address this issue by adding toilet replacement to the list of minor plumbing repairs and replacements which are exempt from the Plumbing Code permit and fee requirement. The proposed ordinance would also add water conservation devices generally to the list of exempt items, providing that their installation does not require cutting or removal of pipes.

**Comments:** 1. Both the Water Department and the Public Works Department have agreed that this exemption is appropriate in order to make the water conservation rebate program effective.

2. Mr. Tom Lehane of the Bureau of Building Inspection notes that while toilet replacement is presently a permit item in the Code, permits are rarely secured for toilet replacement only. Most fee revenue for plumbing inspection is generated through permits and inspections on more extensive renovation or construction projects where a variety of plumbing devices and systems are installed. According to Mr. Lehane, approving this exemption would therefore not substantially affect fee revenues collected by the Bureau.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Items 4 and 5 - Files 91-94-1 and 91-94-1.1

**Department:** San Francisco Redevelopment Authority

**Item:** **Item 4 - File 91-94-1** is an ordinance amending Ordinance No. 98-66, as amended by Ordinance Nos. 201-71, 393-73, 386-76, 367-77, 420-79, 538-81 and 477-86, approving the redevelopment plan for the Yerba Buena Center Redevelopment Project Area, by amending said plan in order to (1) make the redevelopment plan congruent, where appropriate, with the goals, policies, and land use designations of those portions of the City Planning Code that shape development in areas adjacent to the Yerba Buena Center Redevelopment Project Area; (2) extend the time for eminent domain proceedings to acquire property within the project area, from December 1, 1998 to May 1, 2006; (3) increase the amount of tax increment dollars which may be allocated to the San Francisco Redevelopment Agency (SFRA) pursuant to Section 33670 of the California Health and Safety Code from $372.9 million to $600 million; (4) reduce the time for incurring project debt to be repaid from the allocation of taxes pursuant to Section 33670 by the SFRA from April 25, 2006 to January 1, 2004; (5) amend the duration of the redevelopment plan including the provision of other documents formulated pursuant thereto from April 5, 2006 to January 1, 2009; and (6) establish January 1, 2019 as the time limit for the SFRA to receive allocation of taxes pursuant to Section 33670 for the repayment of indebtedness incurred by the SFRA.

**Item 5 - File 91-94-1.1** is a resolution adopting environmental findings and statement of overriding considerations pursuant to the California Environmental Quality Act and State guidelines in connection with the ordinance adopting the proposed amendment (File 91-94-1) to the Redevelopment Plan for the Yerba Buena Center Redevelopment Project Area.

**Description:** **Item 4 - File 91-94-1**

1. The City of San Francisco adopted the Downtown Plan in 1985 and the South of Market Plan in 1990. These two planning documents address development in the areas surrounding the Yerba Buena Center Redevelopment Project Area (YBC Project Area). Since the adoption of these two plans, the Redevelopment Commission and the City Planning Commission have worked together to revise the Yerba Buena Redevelopment Project to make it compatible with the goals, land use designations and policies of the City.

This proposed resolution adopts an Amendment to the Redevelopment Plan which details the changes resulting from this process. Virtually every part of the Yerba Buena Redevelopment Project Area is affected, with changes proposed to 11 of the 13 parcels of land in the YBC Project Area. Only the two central blocks, from Market Street to Folsom Street between Third and Fourth Streets, which presently contain among their developments the Marriot Hotel, Ana Hotel, and Yerba Buena Gardens, are not affected. The changes contained in the plan Amendment are summarized as follows:

2. **Housing.** According to the SFRA, the proposed amendment (Amendment) would result in the addition of up to 610 market rate housing units to YBC, bringing the total number of housing units in the Project Area to 2,395. The Amendment projects that, as a result of the increased housing, approximately 1,200 additional residents, for a total of 4,000 will be added to the Downtown area and surrounding vicinity. According to the SFRA and the Planning Commission, these units and residents will help achieve the City's goals of increasing the number of residents who can walk to work, increasing the vitality of the Downtown area during non-working hours, and creating affordable housing. The Amendment emphasizes the importance of retaining existing housing stock, creating live/work space and building low-income housing in the South of Market area. In addition, the Amendment encourages, but does not mandate, housing for future owner-participants, which could result in up to 1,020 additional housing units.

3. **Light Industry.** According to the SFRA, the Amendment "substantially" reduces the amount of light industry that will be permitted in the YBC Project Area in order to make the Project compatible with the City's goals of encouraging mixed-use development and retaining the use of the southern blocks in particular as a residential area.

4. **Historic Preservation.** The Amendment establishes a procedure for the YBC Project Area like that in Article 11 of the City Planning Code for designating buildings and areas that have special architectural, aesthetic or historical merit, and protecting them from demolition.

5. **Cultural.** The Amendment plans for the construction of significant amounts of cultural space in the YBC Project Area, including a Children's cultural center, and sites for the Mexican Museum and Jewish Museum.

**6. Open Space.** In accordance with the City Planning Code, the Amendment requires new development projects in the YBC Project Area, whether new or substantial additions to existing structures, to provide publicly accessible open space.

**7. Job Preservation and Economic Development.** According to Mr. Thomas Conrad of the SFRA, the Amendment will result in an estimated 300 construction jobs and, at full project buildout, 23,120 permanent jobs of which 84 percent or 19,421 would be office jobs, 12 percent or 2,774 would be primarily retail/commercial, recreational or institutional jobs, and 4 percent or 925 would be jobs in cultural sectors. Under the previous Redevelopment plan, the projection was for the same number of construction jobs, 300, and for 21,800 permanent jobs, or 1,320 fewer permanent jobs than are projected under the Amendment. This increase in permanent jobs is due primarily to the increase in office uses under the Amendment. YBC developments will also be designed to meet the City's goal of retaining a compact downtown core and a mix of uses.

**8. Downtown Plan Requirements.** The Amendment adopts the Downtown Plan's requirements for business developers to build or contribute to the creation of affordable housing and child care, as well as the requirements for wind and shadow restrictions designed to enhance pedestrian comfort in the area, space for public art, and requirements for transportation management.

**9. Reductions in Development Intensity, Height and Bulk.** The Amendment generally reduces the intensity of development originally planned for YBC by adopting City Planning Code zoning restrictions and regulations governing the permitted and prohibited uses in the various areas, floor area ratios of new buildings, height limits, freight and service loading standards, and other regulations.

**10. Plan Extension and State Law Changes.** Under the existing Redevelopment Plan for the Yerba Buena area, project activities are scheduled to expire on April 5, 2006. This proposed ordinance would change this expiration date to January 1, 2009. In addition, specific amendments to the Project plan are required by State statute and would:

**a)** Reduce the time for incurring project debt from April 25, 2006 to January 1, 2004. This means that bonds to fund YBC projects will have to be issued by January 1, 2004.

**b)** Establish a time limit of January 1, 2019 for the project to receive tax increment funds for repayment of debt. Previously there was no time limit for the receipt of tax increment funds.

**c)** Extend the time for acquisition of property through eminent domain from December 1, 1998 to May 1, 2006. This will enable the Redevelopment Agency to acquire the properties necessary to complete the Amended plan.

**d)** Increase the amount of tax increment dollars which may be allocated to the Redevelopment Agency for this project from $372.9 million to $600 million, an increase of $227.1 million. This increase of $227.1 million will fund acquisition, construction, and other activities necessary to complete the Amended plan. (See Comment 1 below).

**Item 5 - File 91-94-1.1**

**1.** This item is a resolution adopting the environmental findings of the Yerba Buena Center Final Subsequent Environmental Impact Report (YBC SEIR). The California Environmental Quality Act (CEQA) and San Francisco's Administrative Code require that the Board of Supervisors consider and adopt the YBC SEIR as part of formalizing the amendment to the Yerba Buena Center Redevelopment Plan which is contained in File 91-94-1 and discussed above. The last environmental document on this issue which was considered and certified by the Board of Supervisors was the Second YBC EIR Supplement in 1984.

**2.** Like the Amendment to the Redevelopment Plan, the YBC SEIR has been adopted by the City Planning Commission and by the Redevelopment Commission. Prior to adopting the Amendment to the Yerba Buena Center Redevelopment Plan and the relevant environmental documents, the Planning Commission and the Redevelopment Commission held a joint public hearing on January 23, 1992. The Amendment and the YBC SEIR were subsequently adopted by the City Planning Commission and the Redevelopment Commission in December 1992. An additional public hearing was held on the Amendment by the Redevelopment Commission on June 21, 1994 and continued on July 26, 1994. In addition, the City Planning Commission and the Redevelopment Commission have since considered and adopted two Addendums to the YBC SEIR which dealt with planning changes to some parcels within the YBC Project Area. According to Mr. Conrad, Addendums to the YBC SEIR do not require public hearings. All property owners, tenants and business owners in the Project Area, however, have received notice of the Addendums and been offered the opportunity to comment on them in writing according to Mr. Conrad.

3. Similar to the changes in the amendment to the Redevelopment Plan, the changes in the YBC SEIR bring the YBC Plan into compliance with environmental planning standards adopted by the City. For example, the YBC development will accommodate transportation programs such as increasing rapid transit, decreasing long-term parking, and encouraging car pools, bicycle use, and pedestrian-friendly development. Air quality will be maintained by requiring developers to minimize dust during construction, sweep streets, and cover trucks hauling debris, soil and sand. Other environmental mitigation measures detailed in the YBC SEIR and its Addendums include requiring developer compliance with the City's hazardous waste and underground storage tank removal programs, groundwater conservation measures, and requirements for emergency planning for earthquakes. These are examples of the environmental issues addressed by the YBC SEIR.

**Comment:**

1. The tax increment bonds which would be issued to fund the amended YBC Project plan would create a long-term financial obligation for the City. Tax increment dollars which are committed to financing Redevelopment Projects (which are intended to increase property tax revenues in a project area as a byproduct of the Redevelopment activities) reduce property tax revenues that would otherwise be available to the taxing authorities such as the City. The expenditure of approximately $227.1 million in additional tax increment funds for the amended Yerba Buena Center project would therefore be funded from monies that would otherwise accrue to the City's General Fund over the 24-year period from Fiscal Year 1995 to Fiscal Year 2019.

2. Based on inquiries from the Budget Analyst, the Redevelopment Agency has requested that the proposed legislation be continued to the next meeting of the Housing and Land Use Committee of the Board of Supervisors in order to allow more time for the Agency to develop a project budget, bond issuance schedule, and annual debt repayment schedule so that the precise details of the financial impact on the City from the additional tax increment funding needed for this project will be available to the Board of Supervisors.

**Recommendation:** The Budget Analyst recommends that these items be continued to the next meeting of the Housing and Land Use Committee of the Board of Supervisors in accordance with the Redevelopment Agency's request for additional time to prepare the information as requested by the Budget Analyst in order that the fiscal implications of the tax increment funding plan can be presented to the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

ST
90.46
#1
0/20/94

# CALENDAR

DOCUMENTS DEPT.
OCT 25 1994
SAN FRANCISCO
PUBLIC LIBRARY

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, OCTOBER 20, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN, MAHER, SHELLEY

ABSENT: SUPERVISOR SHELLEY - ITEMS 1 - 3

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 18-94-16. [Stop Signs, Establish, Various Locations] Hearing to consider the establishment of Stop Signs, various locations. (DPT Order No. 682) (Department of Parking and Traffic)

   Stop Signs - Establish

   Harrison and Mariposa Streets, northeast corner, stopping westbound Mariposa Street traffic (stops the stem of this T-intersection).

   Hickory and Gough Streets, southwest corner, stopping eastbound Hickory Street traffic (presently uncontrolled).

   Hickory and Laguna Streets, southwest corner, stopping eastbound Hickory Street traffic (presently uncontrolled).

   Underwood Avenue and Ingalls Street, northwest and southeast corners, stopping Ingalls Street traffic (makes this an all-way Stop).

   Yosemite Avenue and Ingalls Street, northwest and southeast corners, stopping Ingalls Street traffic (makes this an all-way Stop).

(b) File 18-94-17. [Stop Signs, Various Locations] Hearing to consider the establishment and revocation of Stop Signs, various locations. (DPT Order No. 696) (Department of Parking and Traffic)

Stop Signs - Establish

Twenty-Fifth and Douglass Streets, northwest and southeast corners, stopping Douglass Street traffic (makes this an all-way Stop).

Ellert and Bennington Streets, northeast and southwest corners, stopping Ellert Street traffic (presently uncontrolled).

Franconia and Samoset Streets, northwest corner, stopping eastbound Samoset Street traffic (stops the stem of this T-intersection).

Newman and Bennington Streets, northeast and southwest corners, stopping Newman Street traffic (presently uncontrolled).

Ogden and Anderson Streets, northeast and southwest corners, stopping Ogden Street traffic (presently uncontrolled).

Stop Signs - Rescind

Treat Avenue and Alameda Street, northwest corner, stopping southbound Treat Avenue traffic.

(c) File 19-94-13. [Parking Regulations, Various Locations] Hearing to consider the establishment and extension of parking regulations, various locations. (DPT Order No. 683) (Department of Parking and Traffic)

[Tow-Away, No Stopping, Monday Through Friday, 3 P.M. - 7 P.M.]
Tow-Away, No Parking, All Other Times - Establish

Market Street, north side, between Franklin and Rose Streets (replaces a 90-foot bus zone and metered parking for three automobiles and two motorcycles).

Parking Meter Area No. 3 (One-Hour Time Limit, 7 A.M. - 6 P.M., Monday Through Saturday) - Extend

Rose Street, north side, between Market and Gough Streets.

(d) File 19–94–14. [Parking Regulations, Various Locations] Hearing to consider the establishment and revocation of parking regulations, various locations. (DPT Order No. 696) (Department of Parking and Traffic)

No Parking Anytime – Rescind

Brady Street, east side, from Market Street to 127 feet southerly (127–foot zone).

Clayton Street, west side, from 0 feet to 37 feet and from 186 feet to 284 feet north of Corbett Street (37–foot and 98–foot zones).

No Parking Anytime – Establish

Brady Street, west side, between Market and Stevenson Streets.

Executive Park Boulevard, both sides, between Executive Park Boulevard East and Executive Park Boulevard West.

(e) File 20–94–13. [Traffic Regulations, Various Location] Hearing to consider the establishment of traffic regulations, various locations. (DPT Order No. 682) (Department of Parking and Traffic)

Left Lane Must Turn Left – Establish

Arguello Boulevard, southbound, at Fulton Street.
Folsom Street, eastbound, at Third Street.
Folsom Street, eastbound, at Main Street.
Spear Street, southbound, at Harrison Street.
Steuart Street, southbound, at Folsom Street.

Right Lane Must Turn Right – Establish

Folsom Street, westbound, at Main Street.

(f) File 20-94-14. [Traffic Regulations, Various Locations] Hearing to consider the establishment and revocation of traffic regulations, various locations. (DPT Order No. 683) (Department of Parking and Traffic)

Crosswalk Closures - Establish

Market and Franklin Streets, west crosswalk, crossing Market Street.

Market and Twelfth Streets, west crosswalk, crossing Market Street.

Market and Gough Streets, west crosswalk, crossing Market Street.

Market and Valencia Streets, east crosswalk, crossing Market Street.

Tow-Away, No Stopping Anytime - Rescind
Tow-Away, No Stopping 7 - 9 A.M. and 4 - 6 P.M., Except Sunday - Establish

Market Street, south side, from 118 feet to 239 feet east of Brady Street. (Shortens tow-away zone by 121 feet to accommodate additional parking meters for five automobiles and three motorcycles during off-peak hours.)

Right Turn Only - Establish

Valencia Street, northbound, at Market Street.

Tow-Away, No Stopping, Monday Through Friday, 3 P.M. - 7 P.M. - Establish

Market Street, north side, between Franklin and Rose Streets (replaces a 90-foot bus zone and metered parking for three automobiles and two motorcycles).

(g) File 20-94-15. [Traffic Regulations, Mid-Block Crosswalk] Hearing to consider the establishment of a Mid-Block Crosswalk at Lake Merced Boulevard and Lake Merced Hill driveway, south side, crossing Lake Merced Boulevard. (DPT Order No. 696) (Department of Parking and Traffic)

ACTION: Consent Calendar recommended.

a. File 18-94-16. Department of Parking and Traffic recommendations recommended. Combined with File 18-94-17.

b. File 18-94-17. Department of Parking and Traffic recommendations recommended. File 18-94-16 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating and rescinding certain intersections as 'stop' intersections." Recommended.

c. File 19-94-13. Department of Parking and Traffic recommendations recommended. Combined with File 19-94-14.

d. File 19-94-14. Department of Parking and Traffic recommendations recommended. File 19-94-13 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting and rescinding parking regulations at various locations." Recommended.

e. File 20-94-13. Department of Parking and Traffic recommendations recommended. Combined with File 20-94-15.

f. File 20-94-14. Department of Parking and Traffic recommendations recommended. Combined with File 20-94-15.

g. File 20-94-15. Department of Parking and Traffic recommendations recommended. Files 20-94-13 and 20-94-14 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets". Recommended.

## REGULAR CALENDAR

2. File 36-94-7. [Zoning Change, Colonial Way] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at 24-42 Colonial Way, Lots 15, 32, 33, 34 and 35 in Assessor's Block 3144A from an NC-1 (Neighborhood Commercial Cluster) District (Lots 15, 32, 33 and 34) and a "P" (Public Use) District (Lot 35) to an RH-1 (House, One Family) District and adopting findings pursuant to City Planning Code Sections 101.1 and 302(c). (City Planning Department)
(Approved by City Planning Commission Resolution No. 11612)
(General Rule Exclusion from Environmental Impact Review)

ACTION: Hearing held. Title of ordinance clerically corrected to reflect language in the body of the ordinance. Recommended as amended. New title: "Adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at 24-42 Colonial Way, Lots 15, 32, 33, 34 and 35 in Assessor's Block 3144A from an NC-1 (Neighborhood Commercial Cluster) District (Lot 15) and a "P" (Public Use) District (Lots 32, 33, 34 and 35) to an RH-1 (House, One Family) District and adopting findings pursuant to City Planning Code Sections 101.1 and 302(c)."

3. File 120-94-1. [Water Conservation Permit Exemption] Ordinance amending Plumbing Code by amending Section 30.2(d) and adding Section 30.2(i), to exempt from permit requirements the replacement of certain water conservation devices and toilets. (Water Department)

ACTION: Hearing held. Recommended.

4. File 91-94-1.1. [Environmental Findings, Yerba Buena Project] Resolution adopting environmental findings and statement of overriding considerations pursuant to the California Environmental Quality Act and State guidelines in connection with the ordinance adopting the proposed amendment to the Redevelopment Plan for the Yerba Buena Center Redevelopment Project Area; companion measure to File 91-94-1. (Redevelopment Agency)

   ACTION: Continued to November 3, 1994, meeting (at the request of sponsor).

5. File 91-94-1. [Yerba Buena Center Redevelopment Plan, Amendments] Ordinance amending Ordinance No. 98-66, as amended by Ordinance Nos. 201-71, 393-73, 386-76, 367-77, 420-79, 538-81 and 477-86, approving the redevelopment plan for the Yerba Buena Center Redevelopment Project Area, by amending said plan in order to (1) make the redevelopment plan congruent, where appropriate, with the goals, policies, and land use designations of those portions of the City Planning Code that shape development in areas adjacent to the Yerba Buena Center Redevelopment Project Area; (2) extend the time for eminent domain proceedings to acquire property within the project area, from December 1, 1998 to May 1, 2006; (3) increase the amount of tax increment dollars which may be allocated to the agency pursuant to Section 33670 of the California Health and Safety Code from $372.9 million to $600 Million; (4) amend the provision for the establishment or incurrence of debt to be repaid from the allocation of taxes pursuant to Section 33670 by the agency from April 25, 2006 to January 1, 2004; (5) amend the duration of the redevelopment plan including the provisions of other documents formulated pursuant thereto from April 5, 2006 to January 1, 2009; and (6) establish January 1, 2019 as the time limit for the Agency to receive allocation of taxes pursuant to Section 33670 for the repayment of indebtedness incurred by the agency; companion measure to File 91-94-1.1. (Redevelopment Agency)
   (FISCAL IMPACT)

   ACTION: Continued to November 3, 1994, meeting (at the request of sponsor).

6. File 5-94-1. [Water Quality Control] Resolution urging the Chief Administrative Officer and Director of Public Works to continue to study and include in a Bayside Discharge Alternatives Report environmentally beneficial alternatives for wastewater treatment discharge. (Supervisor Bierman)

   ACTION: Hearing held. Amended. (See file for details.) Recommended as amended. Supervisors Shelley and Migden added as co-sponsors.

7. File 5-94-2. [Water Quality Control] Resolution urging the Regional Water Quality Control Board to grant an extension to the City and County of San Francisco to select a Bayside Discharge Alternative. (Supervisor Bierman)

   ACTION: Hearing held. Recommended. Supervisors Shelley and Migden added as co-sponsors.

J. 46
3
3/94

CITY AND COUNTY OF SAN FRANCISCO

Public Library, Documents Dept.
ATTN: Jane Judson

BOARD OF SUPERVISORS
BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

November 1, 1994

DOCUMENTS DEPT.
NOV 3 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** November 3, 1994 Housing and Land Use Committee Meeting

Item 2 - File 124-94-14

**Department:** Parking and Traffic

**Item:** Ordinance amending Traffic Code to authorize the issuance of residential parking permits for vans owned by a vanpool agency

**Description:** The proposed ordinance would amend Part II, Chapter XI, of the Traffic Code as follows:

Section 308, which regulates the issuance of parking permits, would be amended to allow legal residents of a residential permit parking area to obtain parking permits for vans owned by vanpool agencies if such legal residents use the van for his or her exclusive use. Currently, certain motor vehicles which are not owned by a resident but which are under the exclusive use and control of that resident may obtain parking permits if such vehicles are registered to the resident's employer. The proposed ordinance amends this section by adding vehicles registered to vanpool agencies as eligible to receive a parking permit in a residential area.

**Comment:** 1. Ms. Martha Gamble, Assistant Director of the Department of Parking and Transportation (DPT), Residential Permit Office, advises that the purpose of the proposed ordinance is to allow San Francisco residents who drive vans that are registered to leasing agencies and leased for the purpose of commuting to obtain residential parking permits in the City of San Francisco.

2. Ms. Gamble states that most vanpool groups in the Bay Area commute to San Francisco from various suburban locations and have received designated parking spaces from the DPT. However, Ms. Gamble states that there are instances of vanpools in which commuters travel from the City to other locations, and that the proposed ordinance was drafted to enable residents of San Francisco who drive vanpools to locations outside the City to legally park their agency-owned vans in their residential neighborhoods when they return from work and during weekends.

3. According to Ms. Valerie Washington of RIDE for Bay Area Commuters, a non-profit agency funded by CalTrans that assists in organizing carpools and vanpools, vanpools have been established by commuters throughout the Bay Area. The vans are typically owned by vanpool agencies that lease the vans to groups of commuters, with one or two drivers designated in the contract. Ms. Washington states that a database maintained by CalTrans counts 45 residents of San Francisco as either primary or secondary drivers of vanpools.

4. Ms. Gamble of the DPT advises that the annual cost of a residential parking permit is $21, and that the potential increase in revenues to the City as a result of the proposed ordinance is $945 ($21 times 45 drivers).

5. Ms. Gamble states that it is the policy of the DPT to encourage automobile and vanpooling and that this ordinance would further that policy by assisting San Francisco residents who vanpool, using vans owned by vanpool agencies, by enabling them to park their vans in their residential neighborhoods when they are not at work.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Items 4 and 5 - Files 91-94-1.1 and 91-94-1

**Note:** These items were continued by the Housing and Land Use Committee at its meeting of October 20, 1994.

| | |
|---|---|
| **Department:** | San Francisco Redevelopment Authority (SFRA) |
| **Item:** | **Item 4 - File 91-94-1.1** is a resolution adopting environmental findings and statement of overriding considerations pursuant to the California Environmental Quality Act and State guidelines in connection with the ordinance adopting the proposed Amendment to the Redevelopment Plan for the Yerba Buena Center Redevelopment Project Area (File 91-94-1).<br>**Item 5 - File 91-94-1** is an ordinance amending Ordinance No. 98-66, as amended by Ordinance Nos. 201-71, 393-73, 386-76, 367-77, 420-79, 538-81 and 477-86, approving the redevelopment plan for the Yerba Buena Center Redevelopment Project Area, by amending said plan in order to (1) make the redevelopment plan congruent, where appropriate, with the goals, policies, and land use designations of those portions of the City Planning Code that shape development in areas adjacent to the Yerba Buena Center Redevelopment Project Area; (2) extend the time for eminent domain proceedings to acquire property within the project area, from December 1, 1998 to May 1, 2006; (3) increase the amount of tax increment dollars which may be allocated to the San Francisco Redevelopment Agency (SFRA) pursuant to Section 33670 of the California Health and Safety Code from \$372.9 million to \$600 million; (4) reduce the time for incurring project debt to be repaid from the allocation of taxes pursuant to Section 33670 by the SFRA from April 25, 2006 to January 1, 2004; (5) amend the duration of the redevelopment plan including the provision of other documents formulated pursuant thereto from April 5, 2006 to January 1, 2009; and (6) establish January 1, 2019 as the time limit for the SFRA to receive allocation of taxes pursuant to Section 33670 for the repayment of indebtedness incurred by the SFRA. |
| **Description:** | Item 4 - File 91-94-1.1<br>**1.** This item is a resolution adopting the environmental findings and a statement of overriding considerations in the Yerba Buena Center Final Subsequent Environmental Impact Report (YBC SEIR). The California Environmental Quality Act (CEQA) and San Francisco's Administrative Code require that the Board of Supervisors consider and |

adopt the YBC SEIR as part of formalizing the Amendment to the Yerba Buena Center Redevelopment Plan (the Amendment) which is contained in Item 5, File 91-94-1 and discussed below. The last environmental document on this issue which was considered and certified by the Board of Supervisors was the Second YBC EIR Supplement in 1984.

**2.** In general, the YBC SEIR updates the environmental analysis presented in prior documents related to this Redevelopment Area and brings the Yerba Buena Center development process into compliance with environmental planning standards adopted by the City. For example, YBC developments will be required to implement transportation programs such as increasing rapid transit access, decreasing long-term parking, and encouraging car pools, bicycle use, and pedestrian-friendly development. Air quality will be maintained by requiring developers to minimize dust during construction, sweep streets, and cover trucks hauling debris, soil and sand. Other environmental mitigation measures described in the YBC SEIR and its Addenda include requiring developer compliance with the City's hazardous waste and underground storage tank removal programs, groundwater conservation measures, and requirements for emergency planning for earthquakes. These are examples of the environmental issues addressed by the YBC SEIR.

**3.** Article IV of the YBC SEIR details the mitigation measures which have been adopted, as well as those that have been rejected, to meet the environmental impacts of the YBC developments. Three environmental effects which cannot be mitigated are also raised in the YBC SEIR. These are: a) a cumulative impact on traffic and on passengers riding BART and MUNI in the City, b) a possible violation of the fine particulate matter (PM10) air quality standard, with accompanying health impacts, due to the traffic and construction resulting from the Project and c) an increase in the number of people who would be subject to danger in the event of an earthquake in San Francisco, even though new buildings in the YBC Project Area will be built to the latest seismic standards.

**4.** CEQA requires decision makers to balance the benefits of a project against its unavoidable environmental risks when considering whether to approve the project. If the benefits outweigh the adverse effects, those effects may be considered "acceptable." Article VII of this proposed resolution is a "Statement of Overriding Considerations," which specifically states that the Board of Supervisors considers the economic, social and other benefits of the Yerba Buena Project to outweigh the significant environmental effects, and that those effects are "acceptable."

5. The YBC SEIR, along with the Amendment, was adopted by the City Planning Commission and by the Redevelopment Commission in December of 1992. Prior to adopting the Amendment and the relevant environmental documents, the Planning Commission and the Redevelopment Commission held a joint public hearing on January 23, 1992. An additional public hearing was held on the Amendment by the Redevelopment Commission on June 21, 1994 and continued on July 26, 1994. In addition, the City Planning Commission and the Redevelopment Commission have since considered and adopted two Addenda to the YBC SEIR which dealt with planning changes to some parcels within the Yerba Buena Center (YBC) Project Area. According to Mr. Thomas Conrad of the Redevelopment Commission, Addenda to the YBC SEIR do not require public hearings. All property owners, tenants and business owners in the Project Area, however, have received notice of the Addenda and been offered the opportunity to comment on them in writing according to Mr. Conrad.

**Item 5 - File 91-94-1**

1. The City of San Francisco adopted the Downtown Plan in 1985 and the South of Market Plan in 1990. These two planning documents address development in the areas surrounding the Yerba Buena Center Redevelopment Project Area (YBC Project Area). Since the adoption of these two plans, the Redevelopment Commission and the City Planning Commission have worked together to revise the Yerba Buena Redevelopment Project to make it compatible with the goals, land use designations and policies of the City. This proposed resolution adopts an Amendment to the Redevelopment Plan which details the changes resulting from this process. Virtually every part of the Yerba Buena Redevelopment Project Area is affected, with changes proposed to 11 of the 13 parcels of land in the YBC Project Area. Only the two central blocks, from Market Street to Folsom Street between Third and Fourth Streets, which presently contain among their developments the Marriot Hotel, Ana Hotel, and Yerba Buena Gardens, are not affected. The changes contained in the plan Amendment are summarized as follows:

**2. Reductions in Development Intensity, Height and Bulk.** The Amendment generally reduces the intensity of development originally planned for YBC by adopting City Planning Code zoning restrictions and regulations governing the permitted and prohibited uses in the various areas, floor area ratios of new buildings, height limits, freight and service loading standards, and other regulations. YBC developments will also be designed to meet the City's goals of retaining a compact downtown core and a mix of commercial, residential and other land uses.

**3. Housing.** According to the SFRA, the proposed Amendment would result in the addition of up to 610 market rate housing units to YBC, bringing the total number of housing units in the Project Area to 2,395. The Amendment projects that, as a result of the increased housing, approximately 1,200 additional residents, for a total of 4,000 will be added to the Downtown area and surrounding vicinity. According to the SFRA and the Planning Commission, these units and residents will help achieve the City's goals of increasing the number of residents who can walk to work, increasing the vitality of the Downtown area during non-working hours, and creating affordable housing. The Amendment emphasizes the importance of retaining existing housing stock, creating live/work space and building low-income housing in the South of Market area. In addition, the Amendment encourages, but does not mandate, housing for future owner-participants, which could result in up to 1,020 additional housing units.

**4. Job Preservation and Economic Development.** According to Mr. Thomas Conrad of the SFRA, the Amendment will result in an estimated 300 construction jobs and, at full project buildout, 23,120 permanent jobs of which 84 percent or 19,421 would be office jobs, 12 percent or 2,774 would be primarily retail/commercial, recreational or institutional jobs, and 4 percent or 925 would be jobs in cultural sectors. Under the previous Redevelopment plan, the projection was for the same number of construction jobs, 300, and for 21,800 permanent jobs, or 1,320 fewer permanent jobs than are projected under the Amendment.

**5. Light Industry.** According to the SFRA, the Amendment "substantially" reduces the amount of light industry that will be permitted in the YBC Project Area in order to make the Project compatible with the City's goals of encouraging mixed-use development and retaining the use of the southern blocks in particular as a residential area.

**6. Downtown Plan Requirements.** The Amendment adopts the Downtown Plan's requirements for business developers to build or contribute to the creation of affordable housing and child care, as well as the requirements for wind and shadow restrictions designed to enhance pedestrian comfort in the area, space for public art, and requirements for transportation management.

**7. Historic Preservation.** The Amendment establishes a procedure for the YBC Project Area like that in Article 11 of the City Planning Code for designating buildings and areas that have special architectural, aesthetic or historical merit, and protecting them from demolition.

**8. Cultural.** The Amendment plans for the construction of significant amounts of cultural space in the YBC Project Area, including a Children's cultural center, and sites for the Mexican Museum and Jewish Museum.

**9. Open Space.** In accordance with the City Planning Code, the Amendment requires new development projects in the YBC Project Area, whether new or substantial additions to existing structures, to provide publicly accessible open space.

**10. Plan Extension and State Law Changes.** Under the existing Redevelopment Plan for the Yerba Buena area, project activities are scheduled to expire on April 5, 2006. This proposed ordinance would change this expiration date to January 1, 2009. In addition, specific amendments to the Project plan are required by State statute and would:

**a)** Reduce the time for incurring project debt from April 25, 2006 to January 1, 2004. This means that bonds to fund YBC projects will have to be issued by January 1, 2004.

**b)** Establish a time limit of January 1, 2019 for the project to receive tax increment funds for repayment of debt. Previously there was no time limit for the receipt of tax increment funds.

**c)** Extend the time for acquisition of property through eminent domain from December 1, 1998 to May 1, 2006. This will enable the Redevelopment Agency to acquire the properties necessary to complete the Amended plan.

**d)** Increase the amount of tax increment dollars which may be allocated to the Redevelopment Agency from $372.9 million to $600 million, an increase of $227.1 million. This increase of $227.1 million will fund acquisition, construction, debt financing, and other activities.

**11. Project Budget.** The Redevelopment Agency proposes to use the extended plan period and increased allocation of tax increment dollars to complete YBC Plan elements that are listed in Attachment A. In addition, the Redevelopment Agency proposes to use some of the tax increment dollars to fund housing construction in the South of Market area and other areas of the City.

The total project budget limit under the previous tax increment limit of $372.9 million was estimated at approximately $280 million. With the proposed increase in the tax increment limit to $600 million, the project budget limit is estimated at approximately $306 million, an increase of $26 million. Of this $306 million, approximately $188 million has been committed already in the Yerba Buena Redevelopment Project Area, and $118.8 million would be available for future project expenditures in both the Yerba Buena area and other areas. According to Mr. Conrad, approximately $78 million of the $118.8 million would be proposed for projects in the Yerba Buena Project Area, and $40 million for low and moderate income housing developments in other areas.

Attachment B shows the estimated project expenditures for all areas by line item from 1994-95 to 2004-05. After 2004-5, the Redevelopment Agency estimates that project expenditures would increase by approximately 3 percent per year, and, as noted above, that the majority of funds would be devoted to housing projects. All project budget expenditures will be detailed in future Redevelopment Agency budgets, which must be reviewed and approved by the Board of Supervisors on an annual basis.

**12. Bond Funding.** The $118.8 million project budget described above would be funded from the sale of bonds that would be repaid from tax increment funds. The total cost of repaying the debt used to fund the $118.8 million in project costs is estimated to be approximately $227.1 million, assuming an average interest rate of 7 percent per year. The bonds would be repaid over periods ranging from 9 to 23 years since all bond debt must be retired by January 1, 2019. The estimated project budget, debt issuance and debt service schedules are shown in the table below.

While the proposed subject ordinance only allows for bond debt to be incurred for the Yerba Buena Redevelopment

Project Area until the year 2004, the Redevelopment Agency also has the option under State law to incur bond debt for low and moderate income housing construction after that date. The financing plan shown below, as well as the budget discussed above, both reflect the Redevelopment Agency's plans to propose low and moderate income housing construction in the South of Market and possibly other areas of the City, to be funded through bonds issued after 2004.

**Schedule of Project Budget, Annual Debt Requirements and Total Payments from Tax Increment Funds (dollars in thousands)**

| Fiscal Year | Project Budget | Term of Bonds | Annual Debt Service | Total Payments from Tax Increment Funds Over Term of Bonds* |
|---|---|---|---|---|
| 1995-96 | $7,482 | 23 | $751 | $17,269 |
| 1996-97 | $7,501 | 22 | 767 | 16,876 |
| 1997-98 | 7,536 | 21 | 787 | 16,522 |
| 1998-99 | 7,559 | 20 | 807 | 16,143 |
| 1999-00 | 7,598 | 19 | 832 | 15,800 |
| 2000-01 | 7,634 | 18 | 858 | 15,453 |
| 2001-02 | 7,671 | 17 | 889 | 15,110 |
| 2002-03 | 7,709 | 16 | 923 | 14,771 |
| 2003-04 | 7,749 | 15 | 962 | 14,437 |
| 2004-05 | 7,790 | 14 | 1,008 | 14,107 |
| 2005-06 | 8,024 | 13 | 1,086 | 14,118 |
| 2006-07 | 8,264 | 12 | 1,177 | 14,125 |
| 2007-08 | 8,512 | 11 | 1,284 | 14,126 |
| 2008-09 | 8,768 | 10 | 1,412 | 14,121 |
| 2009-10 | 9,031 | 9 | 1,568 | 14,112 |
| **Total** | **$118,828** | | | **$227,090*** |

**Calculation differences in this column, and the difference between the total of $227,090 in total tax increment expenditures shown here, and the $227,086 shown in the table accompanying the paragraph below, are due to rounding factors.*

**13. General Fund Impact.** The tax increment bonds which would be issued to fund the amended YBC Project plan would create a long-term financial obligation for the City. Tax increment dollars which are committed to financing Redevelopment Projects (which are intended to increase property tax revenues in a project area as a byproduct of the Redevelopment activities) reduce property tax revenues that would otherwise be available to the taxing authorities such as the City. The impact on the City's General Fund of additional tax increment expenditures is to reduce property tax revenue that would otherwise be available by an amount equal to approximately 64 percent of the tax increment expenditure. The table below shows the use of tax increment funds to retire the additional expected debt for this proposed Amendment to the YBC Redevelopment Plan. As shown below, the expenditure of approximately $227,086,000 in tax increment monies would be funded from approximately $145,336,000 (approximately 64 percent) that would otherwise accrue to the City's General Fund over the 23-year period from Fiscal Year 1995-96 to Fiscal Year 2017-18.

**Total Tax Increment Payments (Principal and Interest) and General Fund Share by Fiscal Year**

| Fiscal Year | Tax Increment Expenditures | General Fund Share |
|---|---|---|
| 1995-1996 | $751,000 | $481,000 |
| 1996-1997 | 1,518,000 | 971,000 |
| 1997-1998 | 2,305,000 | 1,475,000 |
| 1998-1999 | 3,112,000 | 1,992,000 |
| 1999-2000 | 3,943,000 | 2,524,000 |
| 2000-2001 | 4,802,000 | 3,073,000 |
| 2001-2002 | 5,691,000 | 3,642,000 |
| 2002-2003 | 6,614,000 | 4,233,000 |
| 2003-2004 | 7,576,000 | 4,849,000 |
| 2004-2005 | 8,584,000 | 5,494,000 |
| 2005-2006 | 9,670,000 | 6,189,000 |
| 2006-2007 | 10,847,000 | 6,942,000 |
| 2007-2008 | 12,131,000 | 7,764,000 |
| 2008-2009 | 13,543,000 | 8,668,000 |
| 2009-2010 | 15,111,000 | 9,671,000 |
| 2010-2011 | 15,111,000 | 9,671,000 |
| 2011-2012 | 15,111,000 | 9,671,000 |
| 2012-2013 | 15,111,000 | 9,671,000 |
| 2013-2014 | 15,111,000 | 9,671,000 |
| 2014-2015 | 15,111,000 | 9,671,000 |
| 2015-2016 | 15,111,000 | 9,671,000 |
| 2016-2017 | 15,111,000 | 9,671,000 |
| 2017-2018 | 15,111,000 | 9,671,000 |
| **TOTAL** | **$227,086,000** | **$145,336,000** |

**Recommendations:** **Item 3 - File 91-94-1.1**. The proposed resolution, which would adopt the environmental findings and statement of overriding considerations of the Yerba Buena Center Final Subsequent Environmental Impact Report, is a policy matter for the Board of Supervisors.

**Item 4 - File 91-94-1**. The proposed ordinance, which would allow the Redevelopment Agency, through the annual budget process, to request up to approximately $145.3 million in future General Fund revenue for projects in the Amended Yerba Buena Redevelopment Plan and other areas over the 23-year period from Fiscal Year 1995-96 to FY 2017-2018, is a policy matter for the Board of Supervisors.

ATTACHMENT A

## IMPLEMENTATION PLAN

Section (c) Implementation Plan
PART I

PROJECT AREA: Yerba Buena Center
DATE: 6/8/94

| Specific Goals and Objectives | Specific Development and expenditures Proposed for the next five (5) years | How will the goals and objectives, development projects, and expenditures eliminate blight? |
|---|---|---|
| Complete marketing and development of remaining sites in project area: | Parcel EB2A - 500,000 square foot development<br>Parcel EB2C - 290,000 square foot housing or hotel development<br>CB- Retail/Entertainment Site - 350,000 square foot retail/entertainment complex<br>Parcel 3751-H Supermarket Housing Site - 27,000 square foot supermarket and 204 units of housing<br>Parcel 3763-A - 50,000 square feet of retail, commercial or residential development<br>EB-1 - 492,000 square foot office building<br>CB-1 750,000 square foot office building | These projects, when completed, all represent the completion of the redevelopment of this physically deteriorated and economically depressed area. |
| Complete construction of publicly-owned children's facilities on Central Block 3 | CB-3 Childcare Center, ice-rink/bowling center, children's cultural center, carousel, park | The completion of these facilities will achieve the goal of a mixture of uses in the project area or rehabilitation and new development, and office, hotel, retail, commercial, residential, cultural, and recreational uses. |
| Oversee development of new facilities for two museums: | The Mexican Museum<br>The Jewish Museum<br>Project Capital Costs = $10,160,000<br>Personnel & Administrative Costs = $10,000,000 | |

ATTACHMENT B

t/Program: South of Market (000's omitted)

| evenues | 1994-95 | 1995-96 | 1996-97 | 1997-98 | 1998-99 | 1999-00 | 2000-01 | 2001-02 | 2002-03 | 2003-04 | 2004-05 | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| roperty Sales | | | | | | | | | | | | 0 |
| ease Revenues | | | | | | | | | | | | 0 |
| rior Year's Earn./Savings | | | | | | | | | | | | 0 |
| oan Repayments | | | | | | | | | | | | 0 |
| eneral Fund | | | | | | | | | | | | 0 |
| eveloper Contributions | | | | | | | | | | | | 0 |
| rants | | | | | | | | | | | | 0 |
| ond Proceeds | | | | | | | | | | | | 0 |
| Total Revenues | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cumulative Revenues | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **osts** | | | | | | | | | | | | |
| egal Expenses | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 275 |
| Studies & Miscel. Items(1) | 515 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 2,015 |
| Non-Housing Property Acquisi. | | | | | | | | | | | | 0 |
| Public Improvements | 520 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | | 5,020 |
| rchi/Eng. Design & Review | | 175 | 175 | 175 | 175 | 175 | 175 | 175 | 175 | 175 | 175 | 1,750 |
| ehabilitation Costs | | | | | | | | | | | | 0 |
| elocation Costs | | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 750 |
| roperty Maintenance | 25 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 325 |
| ousing Prod. & Assist. | 6,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 6,120 | 57,120 |
| mployment Assistance | | 220 | 220 | 220 | 220 | 220 | 220 | 220 | 220 | 220 | | 1,980 |
| usiness Dev./Revit. | | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | | 3,600 |
| dmin/Personnel | 490 | 907 | 926 | 961 | 984 | 1,023 | 1,059 | 1,096 | 1,134 | 1,174 | 1,215 | 10,968 |
| Total Annual Costs | 7,575 | 7,482 | 7,501 | 7,536 | 7,559 | 7,598 | 7,634 | 7,671 | 7,709 | 7,749 | 7,790 | 83,803 |
| Cumulative Costs | 7,575 | 15,057 | 22,557 | 30,093 | 37,652 | 45,250 | 52,884 | 60,555 | 68,264 | 76,013 | 83,803 | |
| nnual Surplus(Deficit) | (7,575) | (7,482) | (7,501) | (7,536) | (7,559) | (7,598) | (7,634) | (7,671) | (7,709) | (7,749) | (7,790) | |
| mulative Surplus(Deficit) | (7,575) | (15,057) | (22,557) | (30,093) | (37,652) | (45,250) | (52,884) | (60,555) | (68,264) | (76,013) | (83,803) | (83,803) |

Explanations:

10/31/94

Item 6 - File 123-94-5

**Department:** Water Department

**Item:** Ordinance amending Public Works Code, Part II, Chapter 10 by amending Section 1203 and 1209 providing for a schedule for completion of the Nonpotable and Reclaimed Water Use Master Plan and adding Treasure Island, Yerba Buena Island and Hunters Point Naval Shipyard areas to the Reclaimed Water Use Area Map.

**Description:** The proposed ordinance would amend two sections of the Public Works Code that govern certain aspects of the Nonpotable and Reclaimed Water Use Master Plan.

Development of a Nonpotable and Reclaimed Water Use Master Plan was previously approved by the Board of Supervisors in 1991. When completed, the Plan will detail a reclaimed water treatment and distribution system that provides reclaimed water for firefighting, irrigation, toilets, cooling systems, and other uses. This system will allow the City to both conserve fresh potable water and decrease the volume of water disposed of from City treatment plants.

The proposed amendment to Section 1203 would extend the date for final approval of the Master Plan by the Chief Administrative Officer and the Public Utilities Commission from December 12, 1994 to December 1, 1996. A draft of the Master Plan was completed in October of 1992. According to Ms. Karen Kubick of the Department of Public Works, the proposed two year extension would allow the Public Works and Water Department to complete the coordination of the Master Plan with the Fire Department's emergency auxiliary water supply system, hold additional public hearings, and complete the environmental review process.

The proposed amendment to Section 1209 would add the land now occupied by the military bases at Yerba Buena Island, Treasure Island, and Hunters Point to the map of areas that may be served by a reclaimed water distribution system by the year 2006. At present, these areas are not included on the Reclaimed Water Use Map. The Map does include the Lake Merced area, Great Highway area, Golden Gate Park, and various other areas including much of the eastern waterfront from Pier 39 south and inland to the Financial District, along Interstate 280 and Third Street all the way to Hunters Point.

**Comments:**

1. There is no significant fiscal impact to the City under the proposed ordinance. Planning activities necessary for development of the Nonpotable and Reclaimed Water Use Master Plan will be continued with existing staff, and costs are not expected to change due to the proposed ordinance.

2. According to Ms. Kubick, designation of an area on the Reclaimed Water Use Map means that open space projects of 10,000 square feet or more, and new commercial buildings of 40,000 square feet or more within those areas will be required to install reclaimed water distribution systems. Ms. Kubick reports that this requirement adds approximately 20 percent to the cost of plumbing systems in new buildings. No additional costs are estimated with this requirement for open space areas, which are already required to install irrigation systems.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
590.46
#2
11/3/94

# CALENDAR

Actions

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, NOVEMBER 3, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

ABSENT: SUPERVISOR SHELLEY

CLERK: GAIL JOHNSON

DOCUMENTS DEPT.
NOV 8 1994
SAN FRANCISCO
PUBLIC LIBRARY

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 40-94-12. [Residential Parking Area "N", North Inner Richmond] Resolution extending the boundaries of Residential Permit Parking Area "N" in the North Inner Richmond Area and adding Fourteenth Avenue, between Anza and Balboa Streets, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   (b) File 40-94-13. [Residential Parking Area "I", Bartlett Street] Resolution extending the boundaries of Residential Permit Parking Area "I" in the Bartlett Street Area and adding Shotwell Street, between Twentieth and Twenty-First Streets, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   ACTION: Consent Calendar recommended.

## REGULAR CALENDAR

2. File 124-94-14. [Residential Parking Permits, Vanpool Vehicles] Ordinance amending Traffic Code by amending Section 308 thereof, to authorize the issuance of Residential Parking Permits for vanpool permits. (Department of Parking and Traffic)

   ACTION: Hearing held. Recommended.

3. File 292-94-1. [Eviction, Casa Costanzo] Hearing to consider the recent eviction notice served on the residents of Casa Costanzo. (Supervisor Alioto)

ACTION: Hearing held. Consideration continued to November 17, 1994, meeting.

4. File 91-94-1.1. [Environmental Findings, Yerba Buena Project] Resolution adopting environmental findings and statement of overriding considerations pursuant to the California Environmental Quality Act and State guidelines in connection with the ordinance adopting the proposed amendment to the Redevelopment Plan for the Yerba Buena Center Redevelopment Project Area; companion measure to File 91-94-1. (Redevelopment Agency)

(Continued from 10/20/94)

ACTION: Hearing held. Recommended. Transferred to Budget Committee for review and consideration.

5. File 91-94-1. [Yerba Buena Center Redevelopment Plan, Amendments] Ordinance amending Ordinance No. 98-66, as amended by Ordinance Nos. 201-71, 393-73, 386-76, 367-77, 420-79, 538-81 and 477-86, approving the redevelopment plan for the Yerba Buena Center Redevelopment Project Area, by amending said plan in order to (1) make the redevelopment plan congruent, where appropriate, with the goals, policies, and land use designations of those portions of the City Planning Code that shape development in areas adjacent to the Yerba Buena Center Redevelopment Project Area; (2) extend the time for eminent domain proceedings to acquire property within the project area, from December 1, 1998 to May 1, 2006; (3) increase the amount of tax increment dollars which may be allocated to the agency pursuant to Section 33670 of the California Health and Safety Code from $372.9 million to $600 Million; (4) amend the provision for the establishment or incurrence of debt to be repaid from the allocation of taxes pursuant to Section 33670 by the agency from April 25, 2006 to January 1, 2004; (5) amend the duration of the redevelopment plan including the provisions of other documents formulated pursuant thereto from April 5, 2006 to January 1, 2009; and (6) establish January 1, 2019 as the time limit for the Agency to receive allocation of taxes pursuant to Section 33670 for the repayment of indebtedness incurred by the agency; companion measure to File 91-94-1.1. (Redevelopment Agency)

(FISCAL IMPACT)

(Continued from 10/20/94)

ACTION: Hearing held. Recommended. Transferred to Budget Committee for review and consideration.

6. File 123-94-5. [Nonpotable and Reclaimed Water Use Master Plan] Ordinance amending Public Works Code, Part II, Chapter 10 by amending Section 1203 and 1209 providing for a schedule for completion of the Nonpotable and Reclaimed Water Use Master Plan and adding Treasure Island, Yerba Buena Island and Hunters Point Naval Shipyard areas to the Reclaimed Water Use Area Map. (Supervisor Migden)

ACTION: Hearing held. Recommended. (To Board as a Committee Report for consideration on November 7, 1994.)

Note: It is the intention of the Chair to entertain a motion to continue consideration of the following item (File 111-94-2.1) to the Call of the Chair:

7. File 111-94-2.1. [Telegraph Hill Interim Controls Freeze Order] Resolution ordering and directing the Zoning Administrator, Superintendent of the Bureau of Building Inspection and other permit issuing or approving agencies, including the Board of Permit Appeals, to suspend action on applications for permits filed on or after June 18, 1994, which would be prohibited by the proposed Telegraph Hill Scenic Conservation District adopted by the Board of Supervisors. (Supervisor Maher) (Companion to File 111-94-2)

(Continued from 9/22/94)

ACTION: Tabled (at the request of sponsor).

Note: It is the intention of the Chair to entertain a motion to continue consideration of the following item (File 111-94-2) to the Call of the Chair:

8. File 111-94-2. [Interim Controls, Telegraph Hill] Resolution imposing Interim Zoning Controls for a period of 18 months to establish the Telegraph Hill Scenic Conservation District applicable to all lots classified as Residential Use (R Districts) in Assessor's Blocks 54, 55, 50, 61, 62, 77, 78, 79, 85, 86, 87, 88, 103, 104, 105, 106, 113, 114, 115 and 116 limiting height and floor area ratio and providing for special design review by the City Planning Commission. (Supervisor Maher) (Companion to File 111-94-2.1)

(General Rule Exclusion from Environmental Impact Review)

(Continued from 9/22/94)

ACTION: Tabled (at the request of sponsor).

Public Library, Documents Dept.
Attn: Jane Hudson

SF
S90.46
#3
11-17-94

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 554-7642

DOCUMENTS DEPT.
NOV 17 1994
SAN FRANCISCO
PUBLIC LIBRARY

November 15, 1994

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst Recommendations

**SUBJECT:** November 17, 1994 Housing and Land Use Committee Meeting

Item 3 - File 115-94-10

**Note:** This item was continued by the Housing and Land Use Committee at its meeting of October 6, 1994.

**Department:** Planning Department

**Item:** Ordinance amending Article 10 of the City Planning Code by adding Appendix J designating the San Francisco Civic Center Historic District.

**Description:** The proposed ordinance would establish Civic Center as a historic district, meaning that the architectural features, formal plan composition and street scope elements of all publicly and privately-owned buildings in the Civic Center should be preserved and strengthened. According to Mr. Vincent Marsh of the Planning Department, other elements of the Civic Center other than buildings, such as Civic Center Plaza, street furniture and street lighting would not require "Certificates of Appropriateness" because these elements would be the subject of a long-range urban design plan.

As noted in the Attachment, the proposed historic district would generally be bounded by Golden Gate Avenue to the north, Franklin Street to the west, Jones Street to the east, and Market and Fell Streets to the south.

Under the proposed ordinance, within ten days after a building permit is issued, the project, on each publicly and privately-owned building will be determined by the Planning Department as either: 1) a major alteration, or 2) a minor alteration. The proposed ordinance would require that each major alteration, within the designated historic district area, be reviewed by Planning Department staff to determine whether the major alteration complies with the historic district architectural standards. A major alteration is defined as the following:

1) an alteration that will remove or cover an exterior architectural feature or a portion of a "significant interior;"

2) an alteration that would affect all or any substantial part of a structure's interior or exterior column or load-bearing wall, exterior walls or exterior ornamentation;

3) an alteration that would result in a substantial addition of height;

4) an alteration in combination with other alterations authorized within the preceding five years.

Any other alteration not meeting any of the above-listed criteria would be considered a minor alteration. If an alteration is considered a minor alteration, the permit application will be returned to the Central Permit Bureau of the Department of Public Works (DPW) for further processing. If an alteration is considered a major alteration, then a "Certificate of Appropriateness" must be obtained by building owners from the Planning Department for each major alteration. Therefore, an additional review and application process would be required under the proposed ordinance.

**Comments:** 1. According to Mr. Robert Passmore, Zoning Administrator for the Planning Department, the Planning Code already specifies the fees to be charged to offset costs associated with performing reviews for the issuance of "Certificates of Appropriateness" in both publicly and privately-owned buildings.

Such planning fees, previously approved by the Board of Supervisors, are based upon a percentage of construction costs, and are as follows:

| Construction Costs | Planning Fees to be Charged |
|---|---|
| Less than $10,000 | $800 |
| $10,000 to $999,999 | $1,000 plus .46 % of construction costs over $10,000 |
| $1 million to $4,999,999 | $5,516 plus .55% of construction costs over $1 million |
| $5 million to $9,999,999 | $27,670 plus .46% of construction costs over $5 million |
| $10 million to $29,999,999 | $50,476 plus .24% of construction costs over $10 million |
| $30 million to $49,999,999 | $99,346 plus .15% of construction costs over $30 million |
| $50 million to $99,999,999 | $128,668 plus .10% of construction costs over $50 million |
| $100 million and over | $177,538 plus .03% of construction costs over $100 million |

2. Mr. Marsh estimates that approximately six to eight "Certificate of Appropriateness" reviews would have to be performed annually for the Civic Center area. However, Mr. Marsh indicates that because of all of the seismic upgrading and earthquake retrofitting projects scheduled in the Civic Center over the next several years, the number of additional reviews that would have to be performed under the proposed ordinance could be significant. The proposed ordinance does not currently exempt governmental agencies from the above-listed planning fees. Therefore, this ordinance applies to both publicly and privately-owned buildings.

3. Mr. Passmore states that the additional reviews required under the proposed ordinance, may take up to one month to complete, (which would include City projects such as the seismic retrofitting of City Hall). Mr. Passmore indicates that some planning activities may be performed concurrently.

4. Based upon information submitted by the Department of Public Works (DPW), Bureau of Architecture, the following fees could be charged to the Earthquake Safety Bond Program, if the proposed ordinance is approved:

| Building | Estimated Construction Costs | Potential Planning Fees |
|---|---|---|
| City Hall | $112.2 million | $181,198* |
| Dept. Public Health (101 Grove St.) | $10.2 million | 50,956* |
| War Memorial Opera House | $25.6 million | 87,916* |
| **Total** | | **$320,070** |

*These potential fees are based upon 100 percent of all construction costs, and therefore, represent the maximum fees that could be charged. However, according to Mr. Marsh, the actual fees charged for these City projects may be less because not all of the construction would necessarily require a "Certificate of Appropriateness" where certain exterior architectural features or significant interior features are not affected.

5. As noted above, an estimated maximum of $320,070 in additional project fees to recover costs for City seismic upgrading projects funded through the Earthquake Safety Bond Program would result if the proposed ordinance is adopted. Additional costs may also result from potentially delaying projects up to one month for the additional planning review process that would have to be completed. According to Mr. Mark Primeau of the Bureau of Architecture, because these additional planning reviews were not anticipated during the budget process, there are no specific funds set aside for this purpose. As such, Mr. Primeau advises that such additional costs would have to come from budgeted construction and project contingency funds. However, these additional costs would otherwise not be incurred if the proposed ordinance is not adopted.

6. The Landmarks Preservation Advisory Board (which serves as an advisory board to the Planning Commission) already reviews several publicly and privately-owned buildings in the Civic Center area as part of the existing sections of the Planning Code that relate to historical preservation (including City Hall and the War Memorial Opera House). Therefore, according to Mr. Passmore, if the Landmarks Preservation Advisory Board approves a project regarding historical preservation, the amount of staff time spent on issuing a "Certificate of Appropriateness" regarding the proposed Civic Center Historic District will not likely be as significant as for projects that are not presently required to be reviewed by the Landmarks Preservation Advisory Board.

7. Although the Planning Code already has sections that apply to the historical preservation of publicly and privately-owned buildings within the Civic Center area, Mr. Passmore reports that the proposed ordinance would primarily serve to clarify the role of the Landmarks Preservation Advisory Board in making recommendations, by further specifying guidelines for important architectural features. The proposed ordinance would also serve as the local ordinance declaring Civic Center as a historic district. Civic Center has already been declared a National Historic Landmark.

8. The City Planning Commission adopted a resolution (Resolution No. 13719) that designated the Civic Center area as a historic district.

**Recommendation:** Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 4 - File 256-94-2

**Department:** San Francisco Redevelopment Agency

**Item:** Resolution to designate and describe a survey area within the City and County and San Francisco pursuant to the California Redevelopment Law.

**Description:** The proposed resolution would designate a survey area in order to study the feasibility of a redevelopment effort in the area of the Transbay Bus Terminal, which is operated by Caltrans. A survey area is land designated for analysis that will determine redevelopment status.

The land proposed to be designated as a survey area is generally bounded by Market Street to the North, Bryant Street on the South, Spear Street on the East and the area between Second and Third Streets of the West. The total area contains approximately 181 acres of land. Within the survey area is 15 acres of land owned by Caltrans. That area includes approximately four acres occupied by the Transbay Bus Terminal, approximately nine acres that is currently vacant due to the demolition of the freeway ramps by Caltrans beginning after the 1989 Loma Prieta Earthquake, and two acres of land that will be vacant once the Caltrans completes its expected demolition and reconfiguration of additional freeway ramps. This additional demolition will result in approximately 11 acres of vacant land located in the area South of the Transbay Bus Terminal.

**Comment:** 1. Mr. Robert Gamble, Deputy Director for Finance of the San Francisco Redevelopment Agency, states that the declaration of the site as a survey area is a required first step in completing an evaluation of potential development plans for the site. The proposed survey and study of the area would evolve into a preliminary plan that would incorporate the City's vision for the area, the zoning and use of the land, and the economic development necessary for the redevelopment vision to be realized. Once the preliminary plan is completed, it must be submitted to the City Planning Commission for a determination on whether the preliminary plan conforms to the City's Master Plan. The redevelopment plan would then be submitted to the Board of Supervisors for final approval.

2. Mr. Gamble states that Caltrans is expected to declare the 11-acre vacant area, noted above, surplus land once the expected demolition is complete. California State law

provides that the Redevelopment Agency, as a State-chartered agency, enjoys the first right to acquire the property now owned by Caltrans, and that Caltrans is required to sell the land to the Redevelopment Agency for its market price.

3. Mr. Gamble states that once the Redevelopment Agency receives control of the land, it will parcel the land according to the terms of a redevelopment plan, and then offer the parcels to private developers or make them available for public use. Mr. Gamble states that there is currently no available estimate of the market value of the Caltrans land, but that once the survey is completed the Redevelopment Agency will be able to make a preliminary estimate.

4. Currently, there is $400,000 in the FY 1994-95 Redevelopment Agency Budget that was designated for this proposed survey, according to Mr. Gamble, who estimates that the survey will take approximately one year to complete. Mr. Gamble states that the total cost for the survey will probably exceed $400,000, but that he does not have an estimate on the additional funds that will be needed. However, Mr. Gamble advises that the Redevelopment Agency intends to include whatever additional funds are required for the survey in its FY 1995-96 budget. Mr. Gamble advises that the Redevelopment Agency will also have to have an Environmental Impact Report (EIR) completed, which will cost approximately $1,000,000 in additional funds, before proceeding with any plans to develop the proposed survey area. Mr. Gamble states that the Redevelopment Agency will be requesting City funds over the next three years--the length of time estimated to complete the preliminary redevelopment plan and the EIR--to cover these costs, including any additional costs that may be incurred to complete the survey.

5. Mr. Gamble advises that Caltrans and the Joint Powers Board, which oversees Caltrain, are considering relocating the Caltrain Station,[1] currently located at 4th and Townsend Streets, to a site near the Transbay Bus Terminal, located on Fremont Street. This would create a transportation hub in the center of the proposed survey area. Mr. Gamble advises that staff from the City's Planning Department, in addition to Caltrans and the Joint Powers Board, will be participating

---

[1] The Caltrain system operates the former Southern Pacific Railroad, which was sold to Caltrain on January 1, 1992. The Joint Powers Board was formed in July 1, 1992 to oversee the operation of the train system. The trains run from the 4th and Townsend Station to San Jose.

in the process of drafting the preliminary plan for the redevelopment area.

6. Mr. Gamble states that the Redevelopment Agency has been conducting exploratory discussions with property owners and other concerned parties regarding the future of the proposed survey area, and that there has been strong interest expressed in initiating a redevelopment process to determine the future of the area. Although the survey area itself totals approximately 181 acres, Mr. Gamble states that the redevelopment area will probably incorporate a much smaller area, which will include the Caltrans land and potentially other vacant privately-owned sites, once an analysis of economic activity and land use in the greater area is complete.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#2
11-17-94

DOCUMENTS DEPT.
NOV 23 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

Actions

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, NOVEMBER 17, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

ABSENT: SUPERVISOR SHELLEY

CLERK: GAIL JOHNSON

1. File 292-94-1. [Eviction, Casa Costanzo] Hearing to consider the recent eviction notice served on the residents of Casa Costanzo. (Supervisor Alioto)
(Consideration continued from 11/3/94)

ACTION: Hearing held. Filed.

File 97-94-75. Ordinance, as presented by Supervisor Alioto, prepared in Committee. Entitled: "[Limitation of Rent Control Exemption for Senior Housing] Amending Administrative Code by amending Section 37.2(p) to limit the exemption from rent control for elderly housing to residential care facilities for the elderly required to be licensed pursuant to California Health and Safety Code Chapters 3.2 and 3.3." Consideration continued to December 1, 1994, meeting. (Supervisors Bierman and Maher added as co-sponsors.)

2. File 18-94-14. [Stop Intersections] Resolution designating Castro and Chenery Streets and Roanoke and Chenery Streets as "Stop" intersections. (Supervisor Alioto)

Stop Signs - Establish

Castro and Chenery Streets, northeast and southwest corners, stopping eastbound and westbound Chenery Street traffic (makes this a two-way stop);

Roanoke and Chenery Streets, all corners, stopping traffic all ways, making this a four-way (all way) stop.

ACTION: Hearing held. Consideration continued to December 1, 1994, meeting.

3. File 115-94-10. [Civic Center Historic District] Ordinance amending Article 10 of the City Planning Code by adding Appendix J, Sections 1 through 13, designating the San Francisco Civic Center Historic District. (City Planning Department)
   (Approved by City Planning Commission Resolution No. 13719)
   (Consideration continued from 10/6/94)

   ACTION: Hearing held. Amendment of the Whole prepared in and reported out of Committee. Recommended as amended.

4. File 256-94-2. [Redevelopment Survey Area, Transbay Bus Terminal] Resolution designating and describing a survey area within the City and County of San Francisco pursuant to the California Community Redevelopment Law (Transbay Bus Terminal, Beale and Market Streets). (Supervisors Hsieh, Migden)

   ACTION: Amendment of the Whole bearing same title, as presented by Supervisor Hsieh, adopted. Further amended. (See file for details.) Recommended as amended. New title: "[Redevelopment Survey Area, Transbay Transit Terminal] Designating and describing a survey area within the City and County of San Francisco pursuant to the California Community Redevelopment Law (Transbay Transit Terminal, Beale and Market Streets)." (Supervisors Bierman, Alioto, Kennedy and Leal added as co-sponsors.)

5. File 75-94-2. [Street Name Change, Penny Lane] Hearing to consider naming an unnamed alley in the Glen Park neighborhood to Penny Lane. (Supervisor Leal)

   ACTION: Consideration continued to December 15, 1994, meeting (at the request of sponsor).

6. File 58-94-18. [Condominium Project] Motion approving final map of 18th and Arkansas Street, a Condominium Project, being a resubdivision of Lot 5 in Assessor's Block 4034, and adopting findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Hearing held. Recommended. (To Board as a Committee Report for consideration on November 21, 1994.)

7. File 126-94-1. [Condominium Conversion Lottery Procedures] Ordinance amending Subdivision Code by adding Section 1396.1 to establish lottery procedures for the conversion of residential units to condominium units. (Supervisor Migden)

   ACTION: Consideration continued to December 1, 1994, meeting (at the request of sponsor).

SF
S90.46
#3
12/1/94

CITY AND COUNTY OF SAN FRANCISCO

# BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

Public Library Documents Dept.
ATTN: Jane Judson

November 29, 1994

DOCUMENTS DEPT.
DEC 2 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** December 1, 1994 Housing and Land Use Committee Meeting

Item 4 - File 7-94-13

**Note:** This item was continued at the September 22, 1994 Housing and Land Use Committee Meeting.

1. The following item is a hearing to consider extending the Taylor Street cable car line by one, two or three blocks toward Fisherman's Wharf and Pier 45.

2. The existing Powell and Mason cable car line follows Powell Street, to Mason Street, to Columbus Street, to Taylor Street, to Bay Street. This cable car line then returns on Taylor Street back to Powell Street. The proposed hearing will consider extending this cable car line beyond the existing Taylor Street-Bay Street turnaround point, by extending the line beyond Bay Street (one to three blocks) continuing to Fisherman's Wharf and Pier 45.

3. Based upon information provided in MUNI's 1987-1992 Capital Improvement Program, the proposed project was included in MUNI's original transportation Improvement Project, and also was included in the Northern Waterfront Plan of 1969, and the Plan for the Northeastern Waterfront (1977). Implementation of the three-block extension (to Jefferson Street) was not undertaken because of a number of transportation concerns, such as the narrowness of Taylor Street, the proposed terminus site at Jefferson Street is inadequately sized, and an additional number of cable cars that would have been required. Therefore, the proposal was later reduced to a one-block proposal, extending the turnaround point from Bay Street to North Point Street.

4. MUNI's 1987-1992 Capital Improvement Program indicates that the principal benefits of the one-block Cable Car Extension Project would include the following:

- Improved service for passengers going to Fisherman's Wharf, without the need for additional Cable Cars.
- Enhanced passenger safety. After disembarking the Cable Car at the present terminus at Bay Street, the great majority of patrons are required to walk across Bay Street, which carries in excess of 20,000 vehicles each day, in order to reach the Wharf area.
- Improved traffic circulation. Taylor Street between Bay Street and Francisco Street is closed to traffic due to the use of the street area for the Cable Car turntable and boarding facility. Moving the terminal one block would permit Taylor Street to be reopened to traffic and local resident parking.
- Rationalized transportation/land use interface. The present Cable Car terminal is located in an area of high-density residential units. Moving the line one-block north places the terminal and its associated noise and activity in a commercial development area.

5. Mr. Fred Howell of the Public Transportation Commission (PTC) reports that the current Capital Improvement Program (CIP) does not include funding for the Cable Car Extension Project, for extending the cable car line for one block to North Point Street. Therefore, Mr. Howell indicates that if this project were to be included in the CIP, other projects would have to go unfunded. Mr. Howell reports that the existing CIP is devoted primarily to the replacement of the MUNI fleet.

6. When the one-block extension project was originally proposed as part of the 1987-1992 CIP, the estimated costs were as follows:

| Activity | 1989-90 | 1990-91 | Total |
|---|---|---|---|
| Planning/Environmental Analysis/Engineering & Design | $378,743 | 0 | $378,743 |
| Property Acquisition* | 0 | $5,947,985 | 5,947,985 |
| Construction | 0 | 3,965,323 | 3,965,323 |
| **Total** | **$378,743** | **$9,913,308** | **$10,292,051** |

*The property acquisition costs assumed a purchase price of $220 per square foot for a 20,000 square foot right-of-way. This was based upon an appraisal completed in 1985, and escalated to 1990-91 dollars.

According to Mr. Howell, given that the proposed project is not included in the current CIP, assuming that the earliest that construction could be completed is 2001, and assuming a five percent cost escalation per year, the current estimated cost of the proposed one-block extension project would exceed $16 million. Mr. Howell reports that the project would not otherwise increase existing operating costs.

Mr. Howell advises that the Public Transportation Commission will be updating its Short Range Transit Plan and CIP in the Spring of 1995. Mr. Howell states that if the Board of Supervisors is inclined to proceed with the proposed project, policy direction should be given to the Commission in time for its consideration of this project in its update of the CIP. Mr. Howell adds that if the proposed project is included in the updated CIP, more accurate cost projections could be provided at that time.

Items 7 and 8 - Files 52-94-3 and 52-94-4

**Department:** Department of Public Works (DPW)

**Items:** Item 7, File 52-94-3 - Ordinance amending Section 901 of the Public Works Code to create an Underground District in the Indiana Street and Islais Creek District for the purpose of installing utility wires underground.

Item 8, File 52-94-4 - Ordinance amending Section 901 of the Public Works Code to create an Underground District in the Bernal Heights District (Brewster - Joy area) for the purpose of installing utility wires underground.

**Description:** The proposed ordinances would amend Section 901 et seq. of Article 18, Chapter X, Part II of the San Francisco Municipal Code (the Public Works Code) by creating underground districts for the purpose of removing overhead utility wires and installing new utility conduits (pipes) underground. The creating of the underground districts would enable the utility companies, Pacific Gas and Electric and Pacific Bell, as well as Viacom Cable, to dig trenches along City streets, lay conduits in the trenches, and install wire or cable into the conduits for service to properties fronting each street in the proposed underground district. The ordinances provide that the two proposed underground districts would further the public interest by eliminating unusually heavy concentration of overhead wires along City streets. In addition, construction projects currently scheduled for both districts will result in the creation of some new streets in the Bernal Heights District and all streets in the Indiana Street - Islais Creek District. The Public Works Code requires that utilities along all new streets be undergrounded. In addition, major road improvements planned for the Bernal Heights District have provided DPW an opportunity to replace heavily-congested overhead utility wires with underground utility conduits.

According to the DPW, the entire cost of the undergrounding will be paid by the utility companies, while the City is responsible for funding the installation of new street lighting. Most streetlights in the two districts had been placed on utility poles, which will be removed following the completion of the undergrounding. As a result, new streetlights will be necessary in both the Indiana Street - Islais Creek and Bernal Heights Districts once the proposed undergrounding is complete. The cost of installing these lights will be paid by the City and the lights will be owned and operated by the City.

**File 52-94-3: Indiana Street - Islais Creek District**

The DPW is currently in the process of constructing a sewer transport facility at Islais Creek. The project will require the reconstruction of two City blocks along Indiana Street beginning at Army Street and ending at a proposed public recreation area along the Islais Creek Channel. The improvements in the Indiana Street - Islais Creek District are being funded by 1991 Sewer Revenue Bonds. The bonds are funding a $30 million sewer improvement project, of which approximately $1 million has been dedicated to the rebuilding of the street above the Islais Creek transport facility. According to DPW, approximately $100,000 of this $1 million has been allocated to cover the cost of new street lights necessitated by the proposed undergrounding. Because the improvements are being funded by bond funds, an assessment district is not required to fund the new street lighting resulting from the proposed undergrounding.

**File 52-94-4: Bernal Heights District**

The proposed undergrounding in the Bernal Heights District coincides with several major improvements currently underway in the area, including the repaving of roads, improvements to the water and sewer systems, and the installation of new street lights. These improvements are planned for three separate areas in Bernal Heights: the Brewster - Joy area, the Banks - Chapman area, and the Bradford - Jarboe area. The total area that will be undergoing the first phase of street improvements covers 16 City blocks in the Brewster - Joy area. The improvements are to be funded from the Sales Tax revenues in accordance with an expenditure plan as approved by the San Francisco voters in 1989 (Proposition B). According to the Department of Planning, which is working with DPW on the improvements in Bernal Heights, the total improvements to Brewster - Joy area in Bernal Heights will be $3,090,000, of which $206,880 is dedicated to the new streetlights necessitated by the proposed undergrounding. Because the improvements are being funded by Sales Tax revenues, no assessment district will be required to fund the new street lighting resulting from the proposed undergrounding.

**Comments:**

1. The proposed ordinances request the utility companies, (PG&E and Pacific Bell, as well as Viacom Cable) which are installing the underground wiring and piping, to allow for up to 100 feet of lateral service to each property fronting the proposed underground district. According to a ruling by the State of California Public Utilities Commission, utility companies are required to provide this service if requested to

do so by the appropriate governing body. The provision of up to 100 feet of lateral service creates a savings for the property owners in the underground districts who would ordinarily have to pay to extend the utility lines from the main lines to their buildings.

2. According Mr. Thomas Trimbur of the DPW, property owners in the proposed undergrounding districts must pay the conversion costs resulting from the undergrounding of their utilities. These costs, which are paid to private electrical contractors to rewire utility wires and cables in order to accept the new utility connections coming into the ground floor of each structure, will be approximately $1,000 to $1,500 for each property owner.

3. The City Public Works Code requires that the Department of Public Works hold a public hearing regarding the undergrounding. On September 30, 1994, hearings were held on the proposed undergroundings for both districts, at which no written or verbal protests were made, according to Mr. Trimbur. The proposed ordinances stipulate that work on the undergrounding shall commence at the discretion of the DPW, subject to approval of the proposed legislation by the Board of Supervisors.

4. Mr. Trimbur states that the Bernal Heights District to be affected by the proposed undergrounding is entirely residential, while the Indiana Street - Islais Creek District consists of mainly government-owned properties and some industrial and commercial properties.

5. Mr. Manfred Wong of the DPW states that the utility companies are expected to commence work on the undergrounding in the Indiana Street - Islais Creek District by mid-1995, and would be completed by early 1996.

6. Mr. Peter Albert, Associate City Planner with the Planning Department, states that the utility companies are expected to begin the undergrounding for the Bernal Heights District in the summer or fall of 1995 and would be completed by early 1996.

**Recommendation:** Approval of the proposed ordinances is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#1
12/1/94
c. 1

DOCUMENTS DEPT.
DEC 7 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, DECEMBER 1, 1994 - 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

ABSENT: SUPERVISOR SHELLEY

CLERK: GAIL JOHNSON

## CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 19-94-15. [Parking Regulations, Various Locations] Hearing to consider establishment of parking regulations, various locations. (DPT Order No. 704) (Department of Parking and Traffic)

No Parking Anytime - Establish
Twenty-Second Street, north side, from 0 feet to 125 feet east of Wisconsin Street (125-foot zone).

Twenty-Second Street, south side, from 0 feet to 43 feet and from 105 feet to 125 feet east of Wisconsin Street (43-foot and 20-foot zones).

Parking Meter Area 3 (One-Hour Parking Time Limit, Monday Through Saturday, 9 a.m. - 6 p.m.) - Establish
Folsom Street, both sides, between Fourth and Fifth Streets.

Unmetered Motorcycle Parking - Establish
Third Avenue, east side, from six feet south of the north property line of 362 Third Avenue to six feet north of the south property line of 358 Third Avenue (12-foot zone accommodating three motorcycles).

(b) File 20-94-16. [Traffic Regulations, Various Locations] Hearing to consider establishing traffic regulations, various locations. (DPT Order No. 704) (Department of Parking and Traffic)

Crosswalk Closure - Establish
Third, Fourth, and Mission Rock Streets, south crosswalk, crossing Third Street.

Diamond (Buses and Carpools Only) Lane - Establish
Bryant Street, north and south curb lanes, between Main Street and The Embarcadero.

Left Lane Must Turn Left - Establish
Bryant Street, eastbound, between Beale and Main Streets.

Tow-Away, No Stopping Anytime - Establish
Northpoint Street, north side, from Columbus Avenue to 70 feet easterly (70-foot zone replacing existing red zones).

Tow-Away, No Stopping, 7 a.m. - 6 p.m., Monday Through Friday - Establish
Bryant Street, both sides, between Main Street and The Embarcadero.

(c) File 18-94-19. [Stop Signs, 22nd and Rhode Island Streets] Hearing to consider establishment of stop signs, 22nd and Rhode Island Streets, northeast and southwest corners, stopping 22nd Street traffic (presently uncontrolled). (DPT Order No. 704) (Department of Parking and Traffic)

ACTION: Item (c) removed from the Consent Calendar. Remainder of Consent Calendar recommended.

a. File 19-94-15. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting parking regulations at various locations." Recommended.

b. File 20-94-16. Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting traffic regulations on various streets". Recommended.

c. File 18-94-19. Hearing held. Department of Parking and Traffic Order amended to read as follows: "Establishment of stop signs, Twenty-Second and Rhode Island Streets, all corners, making this an all-way stop". Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating Twenty-Second and Rhode Island Streets as 'stop' intersections." Recommended.

## REGULAR CALENDAR

2. File 97-94-75. [Limitation of Rent Control Exemption for Senior Housing] Ordinance amending Administrative Code by amending Section 37.2(p) to limit the exemption from rent control for elderly housing to residential care facilities for the elderly required to be licensed pursuant to California Health and Safety Code Chapters 3.2 and 3.3. (Supervisors Alioto, Bierman, Maher)
(Consideration continued from 11/17/94)

ACTION: Hearing held. Recommended.

3. File 18-94-14. [Stop Intersections] Resolution designating Castro and Chenery Streets and Roanoke and Chenery Streets as "Stop" intersections. (Supervisor Alioto)
(Consideration continued from 11/17/94)

Stop Signs - Establish

Castro and Chenery Streets, northeast and southwest corners, stopping eastbound and westbound Chenery Street traffic (makes this a two-way stop);

Roanoke and Chenery Streets, all corners, stopping traffic all ways, making this a four-way (all way) stop.

ACTION: Hearing held. Question Divided. Question of "Establishing stop signs at Castro and Chenery Streets, northeast and southwest corners, stopping eastbound and westbound Chenery Street traffic" severed and considered separately under File 18-94-14.1. Recommended as divided. New title: "[Stop Intersections] Resolution designating Roanoke and Chenery Streets as 'Stop' intersections."

File 18-94-14.1. "Resolution designating Castro and Chenery Streets as 'Stop' intersections" divided from File 18-94-14. Consideration continued to December 15, 1994, meeting.

4. File 7-94-13. [Cable Car Line, Mason Street] Hearing to consider extending the Mason Street cable car line by one, two or three blocks toward Fisherman's Wharf and Pier 45. (Supervisor Alioto)
(Consideration continued from 9/22/94)

ACTION: Hearing held. Consideration continued to January 19, 1995, meeting.

5. File 126-94-1. [Condominium Conversion Lottery Procedures] Ordinance amending Subdivision Code by adding Section 1396.1 to establish lottery procedures for the conversion of residential units to condominium units. (Supervisor Migden)
(Consideration continued from 11/17/94)

ACTION: Amendment of the Whole bearing same title adopted. Recommended as amended.

6. File 200-94-3.1. [Flower Market Permit] Resolution reassigning the flower market permit identified as "The Stockton Street Flower Market located on the east sidewalk of Stockton Street within 100 feet north of the northerly line of O'Farrell Street" from Rouben Sarkissian to Patricia E. Lee and Alma P. Paclibar. (Department of Public Works)

   ACTION: Hearing held. Consideration continued to the Call of the Chair.

7. File 52-94-3. [Underground District 321, Indiana St./Islais Creek] Ordinance creating Underground District No. 321 in Indiana Street/Islais Creek District. (Department of Public Works)

   ACTION: Hearing held. Recommended.

8. File 52-94-4. [Underground District 320, Brewster/Joy Area] Ordinance creating Underground District No. 320 (Bernal Heights) in the Brewster/Joy District. (Department of Public Works)

   ACTION: Hearing held. Recommended.

SF
590.46
#3
12/15/94

CITY AND COUNTY OF SAN FRANCISCO

Public Library, Documents Dept.
ATTN: Jane Judson

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

December 13, 1994

DOCUMENTS DEPT.
DEC 15 1994
SAN FRANCISCO
PUBLIC LIBRARY

**TO:** Housing and Land Use Committee

**FROM:** Budget Analyst

**SUBJECT:** December 15, 1994 Housing and Land Use Committee Meeting

Item 4 - File 75-93-1.1

**Department:** Department of Parking and Traffic (DPT)

**Item:** Resolution renaming Army Street Cesar Chavez Boulevard in honor of his contributions to farm workers and their families.

**Description:** Cesar Chavez was the founder and leader of the United Farm Workers Union. The proposed resolution would rename Army Street Cesar Chavez Boulevard in honor of his contributions to farm workers and their families.

Army Street runs from Maryland Street, located along San Francisco's waterfront, to Douglas Street, which is in Diamond Heights. According to Mr. Mike Sheehan of the Department of Parking and Traffic (DPT), there are approximately 38 signposts along Army Street between Maryland and Douglas Streets and that there are often several signs of different sizes installed on each of these signposts. In addition, Mr. Sheehan advises that there are 18 advance street signs, which are located on streets running perpendicular to Army Street.

Mr. Sheehan estimates that the cost of removing these existing street signs and installing new street signs to reflect the proposed name change would cost approximately $23,908, as follows:

| | | |
|---|---|---|
| Materials: | | |
| 34 street signs @ $25.65 each | $872 | |
| 34 street signs @ $12.20 each | 415 | |
| 68 street signs @ $4.38 each | 298 | |
| 18 advance street signs @ $156 each | 2,808 | |
| Value of discarded signs | 2,498 | |
| Hardware (for sign assembly) | 6,879 | |
| Subtotal - Materials | | $13,770 |
| Labor: | | |
| Removal and installation of advance street signs (72 hrs. @ 48.72/hr.) | $3,508 | |
| Removal and installation of street signs (136 hrs. @ $48.75/hr.) | 6,630 | |
| Subtotal - Labor | | 10,138 |
| Total Estimated Cost | | $23,908 |

According to Mr. Bond Yee of DPT, as of the writing of this report, a source of funding to pay this $23,908 cost had not yet been identified.

Mr. Sheehan further advises that there would be an additional cost to replace Army Street exit signs along Highways 101 and 280. As of the writing of this report, the cost to replace these signs was not available.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Item 5 - File 161-94-8

**Department:** San Francisco Redevelopment Agency

**Item:** Resolution to designate and describe a survey area within the City and County of San Francisco pursuant to the California Redevelopment Law.

**Description:** The proposed resolution would designate a survey area in order to study the feasibility of a redevelopment effort in the area of South Bayshore. A survey area is land designated for analysis which will determine its redevelopment status.

The land proposed to be designated as a survey area is generally bounded by Army Street to the North, the City and County boundary line to the South, the Shoreline of the San Francisco Bay to the East, and U.S. Highway 101 to the West. The proposed resolution excludes from the above-described area three approved redevelopment project areas (Bayview Industrial Triangle, India Basin Industrial Park, and Hunters Point) and the Hunters Point Naval Shipyard.

The total area[1] contains approximately 2,500 acres of land. That area consists of approximately 20 percent residential area, 35 percent industrial, commercial and retail area, and 8 percent government-owned area, with the balance covered by streets and highways, utility facilities, and schools and other institutions.

Several members of the community have formed a non-profit organization known as the South Bayshore Community Development Corporation (CDC) for the purpose of slowing and reversing the physical and economic decline of the South Bayshore Community. The Redevelopment Agency plans to contract with this CDC to conduct the survey.

**Comments:** 1. Mr. Robert Gamble, Deputy Director for Finance of the San Francisco Redevelopment Agency (SFRA), states that the designation of the site as a survey area is a required first step in evaluating the redevelopment potential of the site. The proposed survey of the area would evolve into a preliminary redevelopment plan that would incorporate the City's vision for the area, the zoning and use of the land,

---

[1] According to Jim Bergdoll at the Department of City Planning, the 2,500 acres includes the three previously-designated redevelopment areas. Currently there are no estimates on the exact acreage or usage of the proposed redevelopment area excluding the three other redevelopment areas.

and the economic development necessary for the redevelopment vision to be realized. Once the preliminary redevelopment plan is completed, it must be submitted to the City Planning Commission for a determination on whether the preliminary redevelopment plan conforms to the City's Master Plan. The plan would then be submitted to the Board of Supervisors for approval.

2. Currently, there is $400,000 in the FY 1994-95 Redevelopment Agency budget that is designated for a contract with the CDC to complete the proposed survey. Mr. Gamble states that the proposed survey will take two to three years to complete. The SFRA has not prepared an estimate on the total cost of the proposed survey. Mr. Gamble advises that the SFRA plans to include whatever additional funds are required for the survey in future budget requests.

3. Mr. Gamble states that there is currently no available estimate of the market value of the land, but that once the survey is completed, the SFRA will be able to make a preliminary estimate.

4. Mr. Gamble advises that under State law, redevelopment of this area must be preceded by an Environmental Impact Report (EIR). Mr. Gamble states that the EIR will take approximately one year to 18 months to complete, and that the SFRA will be including City funds for this purpose in its annual budget requests over that period.

5. Mr. Gamble reports that the SFRA and the CDC have been conducting exploratory discussions with property owners, residents and other concerned parties regarding the future of the proposed survey area, and that there has been interest expressed by the community in initiating a redevelopment process in the area.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

and the economic development necessary for the redevelopment vision to be realized. Once the preliminary redevelopment plan is completed, it must be submitted to the City Planning Commission for a determination on whether the preliminary redevelopment plan conforms to the City's Master Plan. The plan would then be submitted to the Board of Supervisors for approval.

2. Currently, there is $400,000 in the FY 1994-95 Redevelopment Agency budget that is designated for a contract with the CDC to complete the proposed survey. Mr. Gamble states that the proposed survey will take two to three years to complete. The SFRA has not prepared an estimate on the total cost of the proposed survey. Mr. Gamble advises that the SFRA plans to include whatever additional funds are required for the survey in future budget requests.

3. Mr. Gamble states that there is currently no available estimate of the market value of the land, but that once the survey is completed, the SFRA will be able to make a preliminary estimate.

4. Mr. Gamble advises that under State law, redevelopment of this area must be preceded by an Environmental Impact Report (EIR). Mr. Gamble states that the EIR will take approximately one year to 18 months to complete, and that the SFRA will be including City funds for this purpose in its annual budget requests over that period.

5. Mr. Gamble reports that the SFRA and the CDC have been conducting exploratory discussions with property owners, residents and other concerned parties regarding the future of the proposed survey area, and that there has been interest expressed by the community in initiating a redevelopment process in the area.

**Recommendation:** Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
S90.46
#2
12/15/94
C.2

DOCUMENTS DEPT.
DEC 20 1994
SAN FRANCISCO
PUBLIC LIBRARY

# CALENDAR

## REGULAR MEETING OF
## HOUSING AND LAND USE COMMITTEE
## BOARD OF SUPERVISORS
## CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, DECEMBER 15, 1994 – 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

ABSENT: SUPERVISOR SHELLEY

CLERK: GAIL JOHNSON

1. File 18-94-14.1. [Stop Intersections] Resolution designating Castro and Chenery Streets as "Stop" intersections. (Supervisor Alioto)

   Stop Signs – Establish

   Castro and Chenery Streets, northeast and southwest corners, stopping eastbound and westbound Chenery Street traffic (makes this a two-way stop).

   (Consideration continued from 12/1/94)

   ACTION: Consideration continued to the Call of the Chair (at the request of sponsor).

2. File 18-94-20. [Stop Signs, Ninth Avenue and Ortega Street] Hearing to consider the establishment of Stop signs at the corner of Ninth Avenue and Ortega Street. (Supervisor Shelley)

   ACTION: Hearing held. Resolution prepared in and reported out of Committee entitled "[Stop Intersection, Ninth Avenue and Ortega Street] Designating Ninth Avenue and Ortega Street as a four-way 'stop' intersection." Recommended.

3. File 75-94-2. [Street Name Change, Penny Lane] Hearing to consider naming an unnamed alley in the Glen Park neighborhood to Penny Lane. (Supervisor Leal)

   (Consideration continued from 11/17/94)

   ACTION: Hearing held. Resolution prepared in and reported out of Committee entitled: "Approving the designation of an unnamed street in the Glen Park area of San Francisco to be officially named 'Penny Lane'." Recommended.

4. File 75-93-1.1. [Rename Army Street to Cesar Chavez Boulevard] Resolution renaming Army Street Cesar Chavez Boulevard in honor of his contributions to farm workers and their families. (Supervisors Maher, Leal)

(FISCAL IMPACT)

ACTION: Hearing held. Amended. (See file for details.) New title: "[Rename Army Street to Cesar Chavez Street] Renaming Army Street (from Guerrero Street to Maryland Street) Cesar Chavez Street, in honor of his contributions to farm workers and their families." (Supervisor Bierman added as co-sponsor.) (The Budget Analyst has determined that this item no longer has fiscal impact.)

5. File 161-94-8. [South Bayshore Redevelopment Survey Area] Resolution designating and describing a survey area within the City and County of San Francisco (in the South Bayshore community), pursuant to the California Community Redevelopment Law . (Redevelopment Agency)

ACTION: Hearing held. Recommended.

6. File 90-94-1. [Landmark Designation, Balboa High School] Ordinance designating Balboa High School as a landmark pursuant to Article 10 of the City Planning Code. (Supervisors Bierman, Alioto)

(Approved by City Planning Commission Resolution No. 13763)

ACTION: Hearing held. Recommended.